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OF
MISSOURI

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JAN 25 2000
ACTIVITIES FOR FISCAL YEAR 2000
DOCUMENTS DIVISION

OCTOBER 1, 1999 - SEPTEMBER 30, 2000

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TABLE OF CONTENTS

Foreword

Executive Summary

Program Areas

(All programs are from the Regular 402 Grant Program unless otherwise specified.)

- I. Police Traffic Services
- II. Alcohol (including Youth Alcohol and 410 Incentive Grant)
- III. Occupant Protection
- IV. Traffic Records
- V. Public Information & Education
- VI. Safe Communities
- VII. Engineering Services and Data Collection
- VIII. Safety Data Improvement (411 Incentive Grant)
- IX. Child Passenger Protection Education (2003B Incentive Grant)
- X. Occupant Protection Incentive (405 Incentive Grant)
- XI. Innovative Occupant Protection (157 Innovative Grant)

Budget Addendum

FOREWORD

Our mission—to reduce the number and severity of traffic crashes and resulting deaths and injuries—requires the staff of the Missouri Division of Highway Safety to work closely with state and local agencies in an attempt to develop programs which are innovative, cost efficient and, above all, effective in saving lives. This is accomplished through development and administration of the Governor's Highway Safety Program.

In keeping with this administration's philosophy to provide quality customer service, we strive to incorporate involvement from both traditional and non-traditional partners in our safety endeavors. Expanded partnerships enable us to reach a broader base of customers with the life-saving messages of traffic safety.

The accomplishments noted in this report would not have occurred without the dedication and foresight of the staff of the Division of Highway Safety and the support of the Department of Public Safety. In addition, the State Highway Patrol; Statistical Analysis Center of the Patrol; Missouri Safety Center; Safety Councils; North Central, Southeast and Southwest Missouri Safe Communities; Missouri Advocates for Traffic Safety; Law Enforcement Traffic Safety Advisory Council (LETSAC); and the Region VII National Highway Traffic Safety Administration (NHTSA) office continually provided assistance and helped expand our creativity and scope.

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EXECUTIVE SUMMARY

Guidelines

The Annual Report for the Missouri Division of Highway Safety covers those activities funded for the period October 1, 1999 through September 30, 2000. The structure of this report attempts to follow the guidelines set forth by the national Highway Traffic Safety Administration (NHTSA) and the Federal Highway Administration (FHWA) Order 960-2/7510.3A.

Purpose

The National Highway Safety Act of 1966 charges each Governor with the responsibility of establishing a state highway safety program. In the State of Missouri, the program is administered through the Missouri Division of Highway Safety (MDHS), a division of the Department of Public Safety. The mission of the MDHS is to reduce both the number and severity of traffic crashes and the deaths and injuries resulting from these crashes.

Problem Identification

Traffic crashes are, unfortunately, an accepted part of our mobile society. In 1999, there were 193,890 traffic crashes in Missouri resulting in an economic loss to the state in excess of three billion dollars. In these crashes, 78,317 persons were injured while another 1,094 lost their lives. Tragically, motor vehicle crashes are the leading cause of death for those aged 5-34.

Problem Solution

An annual Highway Safety Plan (HSP) is developed by the MDHS utilizing statewide traffic crash data. Statistics are maintained by the Highway Patrol in a repository identified as STARS (Statewide Traffic Accident Records Systems). The Patrol's Statistical Analysis Center compiles the data into a comprehensive report known as the Traffic Safety Compendium. The Compendium contains the following statistics that enable MDHS to produce a data-driven HSP:

- Traffic safety problem areas (e.g., alcohol-related, speeding, failure to use seat belts, engineering issues);
- Geographic high accident locations (HAL—hot spots for traffic crashes);
- Demographics (age, gender, urban vs. rural, etc.)

Strategies

State and local governmental agencies are solicited to assist in the development of countermeasure projects to address these problems. These projects are then compiled into a comprehensive traffic safety plan for the state. Federal funding to support the HSP is channeled to the state from the Section 402 Highway Safety Program within the U.S. Department of Transportation. In addition to Regular 402 funding, Missouri also received Sections 157, 405, 411, and 2003(b) incentive grant funds.

Successes/Results

Since inception of the highway safety program in 1967, Missouri has witnessed a drop in the vehicle death (fatalities per 100 million vehicle miles traveled) from 6.2 to 1.6 in 1999. While not solely responsible for this trend, these traffic safety countermeasure projects have made dramatic strides in saving lives.

Budget

The total obligation of federal funding and expenditures by the State of Missouri for FY 2000 was as follows. Detailed project amounts are provided in the Budget Addendum.

Funding Code	Problem Area	Obligated	Expended
402 Regular	All Traffic Safety	\$3,730,415.40	\$3,352,331.13
402 YA	Youth Alcohol	407,861.21	307,604.92
410	Alcohol	406,664.00	402,233.99
411	Data Improvement	173,600.00	20,500.54
2003(b)	Child Passenger	172,933.00	3,274.29
405	Occupant Protection	245,967.00	174,205.49
157	Occupant Protection	612,208.27	191,870.88
	TOTAL	\$5,749,648.88	\$4,452,021.24

Program Evaluation

Two types of evaluation methods are used to determine program effectiveness—administrative and impact. Administrative evaluations measure the operational efficiency of task activities relative to meeting the established goals and objectives of the project. Impact evaluations determine the extent to which the project was able to impact traffic crash involvement.

Included within this Annual Report are traffic safety countermeasure programs that have demonstrated best practices. These programs satisfy most, if not all, of the following criteria:

- They employ crash statistics to identify problem areas;
- They target high risk groups of individuals;
- They utilize knowledge & expertise of the local community to propose workable solutions;
- They apply varied resources from numerous sources;
- They are comprehensive in design; and
- They seek to modify behavior through effective enforcement, education and engineering.

Internal Activities

In addition to administering programs which are funded through state and local government agencies, Division staff participate in activities to further traffic safety within the state. These include, but aren't limited to:

- Production and distribution of traffic safety materials;
- Legislative tracking and review
- Training presentations (child safety seats; safety belts; law enforcement grant applications; traffic safety programs; legislation; youth issues; etc.);
- Exhibits (safety fairs; conferences; State Fair; employer programs; etc.);
- Press conferences & media events; and
- Federal, state and local committees/boards with like-minded missions.

2000 Annual Report

POLICE
TRAFFIC SERVICES



POLICE TRAFFIC SERVICES

This program area addressed numerous traffic safety issues with an emphasis on enforcement and public awareness. In analyzing Missouri traffic crash data, we identified aggressive driving (including speed and all hazardous moving violations), alcohol impairment, and occupant protection as the most serious areas. The target groups causing the most crashes were shown to be aggressive drivers (especially speeders), drinking drivers, and young drivers under the age of 21. Countermeasure efforts were directed statewide because even though more crashes occurred in the densely populated urban areas, three-fourths of the fatal crashes occurred in rural areas.

Benchmarks identified within the Highway Safety Plan (HSP) were:

1. Maintain the state death rate not to exceed the current rate of 1.8
2. Increase the number of hazardous moving violations citations issued at high accident locations, thereby decreasing crashes at those locations
3. Reduce the number of aggressive driving crashes
4. Reduce the number of alcohol-involved crashes
5. Increase occupant restraint usage through enforcement and education

Benchmark Results

1. The statewide death rate has not yet been calculated for year's end 2000. Given the fact that the other benchmarks have been met within the individual projects, that should have had a positive effect on the statewide death rate. Some agencies reported rather significant reductions in fatal crashes during the grant enforcement activities.
- 2-4. Reductions in crashes related to hazardous moving violations, speed, aggressive driving, and drunk driving were also reported
5. The state seat belt use rate increased from 60.8% to 67.72%.

Strategies Identified

- Assist law enforcement agencies in problem identification and preparation of projects that most effectively address their traffic safety problems
- Provide funding for projects which put additional traffic safety officers on the streets to enforce hazardous moving violations (with special emphasis on Selective Traffic Enforcement Projects)
- Provide suitable equipment to enforce the traffic safety laws
- Provide training to complement and supplement law enforcement efforts
- Increase partnership activities between state and local law enforcement

Strategies Implemented

- MDHS utilized the services of the Highway Patrol Statistical Analysis Center and the MOTIS software program to provide statistics used to determine problem identification; MDHS offered technical support to the agencies in countermeasure development
- The enforcement projects provided overtime funding to put additional officers on the streets solely to enforce traffic violations; in one situation, partial funding was continued to support a full-time traffic officer.
- Radar units, in-car video cameras, and sobriety checkpoint equipment was provided when needed to enhance the enforcement efforts.
- Training needs were identified and offered by the law enforcement academies throughout the state. In some cases, training was provided by state agencies (i.e., Dept. of Revenue, State Courts Administrator) and taken regionally to the participants or offered at the LETSAC annual conference. In other situations, roll-call training tapes were distributed to law enforcement agencies (especially helpful in legal updates).
- Partnerships have greatly expanded in terms of state and local law enforcement agencies working together on multi-jurisdiction enforcement efforts and sobriety checkpoints.

PROGRAM COORDINATION

PROJECT NUMBER: PT-02-1

PROGRAM AREA

Police Traffic Services

JURISDICTION SIZE

Statewide

TYPE OF JURISDICTION

Statewide

TARGETED POPULATION(S)

Missouri Division of Highway Safety Staff

PROJECT CHARACTERISTICS

This in-house memo project provides funding to hire MDHS staff to administer activities within the program area and to train these staff members.

PROBLEM IDENTIFICATION

Without adequate staff who are appropriately trained, the Division of Highway Safety will be ill-equipped to administered a statewide Highway Safety plan that has the ability to impact traffic crashes in Missouri.

GOALS AND OBJECTIVES

To assure that projects within this program area are properly developed, administered, monitored, and evaluated.

STRATEGIES & ACTIVITIES

- Assign program staff to program area
- Train program staff

RESULTS

MDHS personnel are assigned to various program areas. Most personnel are specialists in one or two fields. Program staff were responsible for developing and negotiating contracts, assessing budgetary needs, monitoring projects, evaluating activities, and both presenting and receiving training.

LETSAC ADVISORY COUNCIL

PROJECT NUMBER: PT-02-2

PROGRAM AREA

Police Traffic Services

TYPE OF JURISDICTION

Statewide

JURISDICTION SIZE

Potential to represent all Missouri state and local law enforcement agencies

TARGETED POPULATION(S)

Law enforcement agencies and specifically traffic officers

PROJECT CHARACTERISTICS

The Law Enforcement Traffic Safety Advisory Council serves in an advisory capacity to the Missouri Division of Highway Safety providing input and feedback on training needs, enforcement concerns, equipment requirements, and other issues relevant to the enforcement of Missouri's traffic laws.

PROBLEM IDENTIFICATION

The Division of Highway Safety is required to develop an annual Highway Safety Plan to address the traffic safety needs and concerns statewide. Without the input of representative traffic officers, it is difficult to have a clear understanding of the problems and needs of the officers working traffic and to develop a comprehensive plan of traffic safety countermeasures.

GOALS AND OBJECTIVES

To provide a forum for input and discussion for traffic safety officers representative of the entire State.

STRATEGIES & ACTIVITIES

- Require all grantees to participate in LETSAC
- Elect Board of Directors
- Host General membership meetings and Board meetings
- Develop and host annual conference

RESULTS

- MDHS contract requirements indicate that any law enforcement agency receiving grant funding must participate in LETSAC
- 1 General Membership training meeting was held
- 8 Board meetings were held
- Annual Conference was held in July. Conference training provided 17.5 Continuing Education Hours and included: Update on Racial Profiling; Saved by the Belt; School Bus Crashes; Iowa's #1 Traffic Safety program; Courtroom Testimony; Alcohol Influence Reports; Public Perception of Police; Dead Man Driving forensic; DOR License Plate Update; Great Escape Contest; Rollover Simulator; Breath Testing; Video Intersections; DNA in Crashes & Evidence Collection; Ignition Interlock; Event Data Recorder, Meth Lab Collection/Disposal, and Insurance Database Update. The award for "Traffic Officer of the Year" was also presented.

LAW ENFORCEMENT TRAINING (MSHP)

PROJECT NUMBER: PT-02-3

PROGRAM AREA

Police Traffic Services

JURISDICTION SIZE

Statewide

TYPE OF JURISDICTION

Statewide

TARGETED POPULATION (S)

Missouri Peace Officers

PROJECT CHARACTERISTICS

The Missouri State Highway Patrol Training Academy conducted training courses for law enforcement officers of Missouri governmental agencies. This project provided funding for specific courses related to traffic safety. The Missouri State Highway Patrol Training Academy provided continuing education hours as approved through the Peace Officer Standards and Training (POST) Program. Eligible students consisted of officers from Missouri governmental agencies involved in the traffic support function or will be following such training. All eligible students must have met the requirements under Missouri statutes for POST. Verification of eligibility was made through class and reimbursement rosters. A 3-tier system was used for selecting training candidates in those instances where the maximum class size was exceeded.

PROBLEM IDENTIFICATION

In Missouri, police training has evolved from no training or 120-hour training to mandated 470/600/1000 hours. The problem with the basic training as conducted in the State of Missouri is that traffic safety/enforcement training is very limited due to the many other topical training demands in the basic academies. In addition, many local departments work on very limited budgets. When budgets are cut, it is often training that gets cut first. Many departments, large or small, are better able to train their officers in specialized areas when the cost for training is not so prohibitive. Through this contract, the Missouri Division of Highway Safety (MDHS) provides assistance to the Missouri State Highway Patrol Training Academy to enable them to offer specialized courses at a reduced rate to local agencies. Through the offering of specialized training courses, local law enforcement officers will be able to increase their knowledge and skills in the area of traffic enforcement.

GOALS AND OBJECTIVES

Assure that Missouri law enforcement officers are provided state-of-the-art training in order that they may effectively and efficiently enforce the traffic laws of Missouri

STRATEGIES & ACTIVITIES

Provide 62% of the tuition costs for 854 projected students in the following *thirteen* courses:

Basic Accident Investigation	100 students
Advanced Accident Investigation	40 students
Accident Reconstruction	30 students
Accident Reconstruction Retraining	30 students
BAC Type II	16 students
BAC Type III	76 students
Computer Accident Diagramming	330 students
Commercial Vehicle Accident Invest.	30 students
DWI Drug & Alcohol Enforcement	90 students
EVOC Training	60 students
Radar Instructor	20 students
SFST	16 students
SFST Instructor	16 students

RESULTS

The Academy conducted **twelve** different traffic-related schools with Highway Safety funds. A total of **338** students attended these courses; some of the training classes had fewer enrollments than anticipated. Peace Officer Standards and Training (P.O.S.T.) continuing education hours were awarded in ten of the courses presented. ***The Computer Accident Diagramming training was cancelled*** due to hardware deficiencies in the Patrol zone offices. (Note: Computer Accident Diagramming will be conducted during the next two fiscal years.)

The following courses were held during the 1999-2000 fiscal year. The course and actual number of students attending each class were as follows:

1) Basic Accident Investigation	81 students
2) Advanced Accident Investigation	37 students
3) Accident Reconstruction	29 students
4) Accident Reconstruction Retraining	8 students
5) BAC Type II	11 students
6) BAC Type III	42 students
7) Computer Accident Diagramming	<i>Cancelled</i>
8) Commercial Vehicle Accident Invest.	28 students
9) DWI Drug & Alcohol Enforcement	49 students
10) EVOC Training	54 students
11) Radar Instructor	21 students
12) SFST	12 students
13) SFST Instructor	16 students

LAW ENFORCEMENT TRAINING (CMSU)

PROJECT NUMBER: PT-02-4

PROGRAM AREA

Police Traffic Services

JURISDICTION SIZE

Statewide

TYPE OF JURISDICTION

Statewide

TARGETED POPULATION(S)

Traffic Law Enforcement Officers

PROJECT CHARACTERISTICS

The Missouri Safety Center shall teach a series of P.O.S.T. approved courses to enhance the expertise of local, county, and state law enforcement officers in the area of traffic crash investigation and causes or contributing circumstances such as alcohol or drug involvement.

PROBLEM IDENTIFICATION

Currently, Missouri academy certification programs provide only limited knowledge and skills in the investigation and documentation of traffic crashes. A broader base of traffic-related courses are needed to complement the needs of traffic officers in our state.

GOALS AND OBJECTIVES

Using P.O.S.T approved curriculums and highly qualified instructors, the Missouri Safety Center would offer selected courses within a regional part of the state in order to provide the attending officers with expanded skills and knowledge to allow for better investigation and documentation of traffic crashes.

STRATEGIES & ACTIVITIES

Offer a series of courses consisting of Report Writing, Crash Investigation I to VI, Crash Diagramming, Courtroom Communications, Reconstruction Preparation, Reconstruction, Detecting Impaired Drivers, and Drugs that Impair to officers in the State of Missouri (specifically one group of 20 students per course).

RESULTS

The Missouri Safety Center conducted all 11 required courses resulting in the training of 92 officers from 42 separate agencies. Evaluations showed these courses were ranked in the top 80% of evaluation levels consistently.

MOTORCYCLE PROGRAM

PROJECT NUMBER: PT-02-5

PROGRAM AREA

Police Traffic Services

JURISDICTION SIZE

Statewide

TYPE OF JURISDICTION

Statewide

TARGETED POPULATION(S)

New and Current Missouri Motorcycle Riders

PROJECT CHARACTERISTICS

To provide a one-time financial assistance for the Missouri Motorcycle Safety Program, by providing funding for equipment and support in addition to and beyond the scope of the general revenue funding provided by the State of Missouri.

PROBLEM IDENTIFICATION

While motorcycle riders make up only a small number of the total fatal & serious injury accidents in the State, the severity of the accidents are greater due to the nature of the vehicle and the objects/vehicles it collides with.

GOALS AND OBJECTIVES

To assure that Missouri-licensed motorcyclists have access to quality rider training at a reasonably local site.

STRATEGIES & ACTIVITIES

- Secure local storage units for motorcycles used in the training programs
- Purchase additional motorcycles to be used in the program statewide
- Print Supply of materials to be used in the statewide program

RESULTS

Additional bikes and storage facilities were provided to local programs along with quantities of printed materials on high demand topics.

LAW ENFORCEMENT TRAINING
(Missouri Southern State University)

PROJECT NUMBER: PT-02-6

PROGRAM AREA

Police Traffic Services

JURISDICTION SIZE

Statewide

TYPE OF JURISDICTION

Statewide

TARGETED POPULATION(S)

Traffic Law Enforcement Officers

PROJECT CHARACTERISTICS

Missouri Southern State College conducted training courses for law enforcement officers. This project was funded for specific courses related to traffic safety.

PROBLEM IDENTIFICATION

Academy certification programs in the state are limited and provide only limited knowledge and skills in the investigation and documentation of traffic crashes. Through this contract, the Missouri Division of Highway Safety provides assistance to enable Missouri Southern to offer specialized courses to law enforcement officers that will increase their knowledge and skills in the area of traffic enforcement.

GOALS AND OBJECTIVES

To provide Missouri law enforcement officers with state-of-the-art training in order that they may effectively and efficiently enforce the traffic laws of the State.

STRATEGIES & ACTIVITIES

Use P.O.S.T. approved curricula and highly qualified instructors to offer programs to officers in Missouri.

RESULTS

The following is a list of courses that were approved for Missouri Southern State University October 1, 1999- September 30, 2000.

Course Title	Location	Date Provided	Number Trained
High Risk Vehicle Stops	Joplin	November 15, 1999	13
Beyond the Ticket Drug Interdiction	Nevada	November 30, 1999	20
High Risk Vehicle Stops	Nevada	December 9, 1999	24
Beyond the Ticket Drug Interdiction	Springfield	December 13, 1999	39
Missouri Motor Vehicle Law	Springfield	December 15, 1999	19
Missouri Motor Vehicle Law	Springfield	August 1, 2000	22
Vehicle Search and Seizure	Springfield	September 6, 2000	17
Basic Accident Reconstruction	Springfield	September 11-12, 2000	23
Traffic Accident Photography	Joplin	September 18, 2000	8
Vehicle Search and Seizure	Joplin	September 27, 2000	42

SELECTIVE TRAFFIC ENFORCEMENT PROGRAM

PROJECT NUMBER: PT-02-08

PROGRAM AREA

Police Traffic Services

JURISDICTION SIZE

Approximately 4,375,000 (80% of current estimated population)

TYPE OF JURISDICTION

Urban & Rural—Statewide

TARGETED POPULATION(S)

All Drivers

PROJECT CHARACTERISTICS

To provide funding for overtime enforcement of hazardous moving violations within the twenty counties identified as representing 80% of the population of MO. Funding provided to recognized law enforcement agencies whose jurisdiction is included in the targeted population center. All activity was documented with a pre study of seat belt usage and a post study of the usage after the enforcement activities were conducted. This is a modified STEP program designed to get driving behavior modification of Missouri Drivers prior to the winter driving season.

PROBLEM IDENTIFICATION

Driving skills have deteriorated over the past few years among a large percentage of the population. This is due to many factors including lack of structured educational programs to teach new drivers, higher speeds, and the increase in aggressive driving, to name a few. Traditional forms of education and public information alone have not yielded much success in getting a larger portion of the population to obey the traffic laws of the state (including use of seat belts by drivers and passengers).

GOALS AND OBJECTIVES

Goal: To modify drivers' behavior so they will be more conscious of driving safely and obeying Missouri's traffic laws.

Objectives:

- Involve as many of local enforcement agencies, from the targeted 20 counties, in conducting a specialized enforcement campaign during the specified time period
- Conduct local usage and compliance studies to determine the success rates
- Assess the combined enforcement activities to determine if they work best when done singularly or as a part of a combined enforcement effort

STRATEGIES & ACTIVITIES

Contract with local enforcement agencies in the twenty counties to conduct—during a specific period of time—saturation enforcement efforts addressing hazardous moving violations, along with seat belt and child safety seat violations.

RESULTS

- 109 law enforcement agencies were contracted with to conduct this enforcement campaign
- 9,024 traffic stops were made, resulting in the following HMV's:

50 DWI
2706 Speed
286 Signal
713 other HMV

- 5,441 non-hazardous moving violations were also written yielding:
3022 Seat Belt violations
156 Child Restraint violations
7,876 other violations
- A notable increase also occurred in the local observed seat belt usage rate

PHOTOGRAPHY, POSTAGE, PRINTING, MISC.

PROJECT NUMBER: PT-02-09

PROGRAM AREA

Police Traffic Services

JURISDICTION SIZE

Statewide

TYPE OF JURISDICTION

Statewide

TARGETED POPULATION(S)Drivers, Passengers, Motorcyclists, Bicyclists,
Pedestrians**PROJECT CHARACTERISTICS**

This in-house memo project was established to provide support to the Division's public information and education efforts.

PROBLEM IDENTIFICATION

In order to reach the state's population with educational and informational materials, there must be a mechanism to develop, duplicate, and ship these materials.

GOALS AND OBJECTIVES

To reach the targeted populations with materials designed to educate them on traffic safety issues and, hopefully, direct them to being proactively safe when they drive or walk the roads of Missouri.

STRATEGIES & ACTIVITIES

- Assess needs of target populations
- Develop and/or print materials
- Ship as requested
- Maintain inventory of materials

RESULTS

Educational/awareness materials and incentives were distributed to schools, hospitals, law enforcement agencies, doctor's offices, civic organizations, clubs, churches, government offices, businesses, military bases, etc. These items were also available during fairs, conferences, sporting events, and holiday activities—to name a few. Basically, the Division provides materials whenever and wherever the setting is appropriate. These materials are made available at no charge to the recipient. Also the numbers below represent nearly one million pieces of literature and incentive items, they by no means are indicative of all the public information and education efforts of this Division.

Books	Brochures/Folders	Incentives	Miscellaneous
5,000 Safe Winter Driving	35,000 Safety Belt	20,000 Buckle Up Key Tags	16 Buckle Up Signs
40,000 Traffic Safety Activity	45,000 Speeding	5,000 Highlighters w/traffic Safety message	50 MDHS Logo Decals
80,000 Buckle Up Safety	8,000 Safety on Wheels		30,000 CHAD Stickers
80,000 Drive Your Bicycle Safely	35,000 Youth Drinking & Driving	50,000 Seat Belt Patrol Foil Badges	200 Safe & Sober Warning Ticket books
60,000 Traffic Safety Activity	15,000 Drinking & Driving	2,500 Child Passenger Safety Growth Charts	Media Packets
70,000 Expert Bike Driver	15,000 Pedestrian & School Bus Safety		Missouri Millennium Promise campaign materials
40,000 Aggressive Driving	100,000 Child Safety Seat		
80,000 School Bus Safety	15,000 Motorcycle and Bicycle		
10,000 Older Drivers	10,000 Booster Seats		
50,000 Drive Safe/Drive Sober	5,000 Children/Airbags		
	50,000 Teens & Safety Belts		
515,000 TOTAL	333,000 TOTAL	77,500 TOTAL	

PUBLIC INFORMATION AND EDUCATION

PROJECT NUMBER: PT-02-10

PROGRAM AREA

Police Traffic Services

JURISDICTION SIZE

Statewide

TYPE OF JURISDICTION

Statewide

TARGETED POPULATION(S)

Anyone who lives or travels in Missouri

PROJECT CHARACTERISTICS

Public Information and Education (PI&E) funds are used to develop and conduct campaigns that raise public awareness of highway safety issues. These programs include printed materials such as press releases, brochures, flyers and other materials, as well as items needed to conduct press conference and other media events.

PROBLEM IDENTIFICATION

Motor vehicle crashes are the number one cause of death for people aged 5-34. Furthermore, traffic crashes are one of the leading causes of death for most other age groups. In Missouri in 1999 there were 1,169 people killed and 79,746 injured as a result of traffic crashes. The cost of these crashes totaled more than \$3 billion. Even though the fatality rate per million miles traveled has declined from 2.2 to 1.6 in the last ten years, most vehicle crashes are still caused by human error. Inattention, speeding and driving under the influence of alcohol continue to be factors in a majority of crashes. Likewise, non-use of safety belts and child restraint systems contribute to the incidence of injury and death. Other traffic issues such as aggressive driving, red light running, drowsy driving and non-use of motorcycle and bicycle helmets also cause injuries and deaths on Missouri's roads.

GOALS AND OBJECTIVES

The goal of PI&E is to change the behavior of people who use Missouri's roads in order to reduce injuries and fatalities caused by traffic crashes. The objectives are as follows: 1.) launch the Save a Grown-up campaign created in FY 99; 2.) increase the amount of information disseminated to the public via media outlets, newsletters, presentations, exhibits and printed materials; and 3.) improve internal communication about PI&E efforts.

STRATEGIES & ACTIVITIES

Objective 1.) The Save a Grown-up campaign was launched in August with a series of press conferences in each of the nine television markets in Missouri: Jefferson City, Hannibal, Kirksville, St. Joseph, St. Louis, Kansas City, Cape Girardeau, Joplin and Springfield. The press conferences were organized with the assistance of a local coordinator in each city, but were essentially run by youth aged 4 – 12. Campaign materials were distributed to the media, local dignitaries, schools and other interested parties.

Objective 2.) Some PI&E funds were used to pay hotel costs for the Highway Safety Brigades completed in the fall of 1999 and for presentations that required overnight travel. Some exhibit fees and the costs of distributing news releases were also paid with PI&E funds. The new web site was introduced in the beginning months of 2000 and the site address was publicized in all highway safety materials. A link from our web site to a site -- www.missouripromise.com – created specifically for the Missouri Millennium Promise campaign was established and that web address was publicized in newsletters. More variety of materials was made available to the public. The topics covered included older drivers, graduated driver licensing, drowsy driving, and cell phone use.

Objective 3.) The Public Information Officer held meetings with each team and outlined the PI&E needs of the team members in their program areas for the coming year. The ongoing and new PI&E projects are posted in the Public Information Officer's office along with a calendar where highway safety events and highlights are recorded. The Public Information Officer was involved in the planning of the traffic safety conference, the safety belt survey and other projects specific to each program area.

RESULTS

- The Save a Grown-up press conferences were successful. Media, local dignitaries and parents attended the press conferences in all nine cities. Media coverage included television, radio and newspaper. In addition, the youth who participated in the St Louis conference were interviewed by Children's Express youth reporters from the state of New York. The campaign was featured on the Children's Express web site.
- Partnerships with other state agencies have been strengthened as we continue to work cooperatively with them. Many agencies participated in the Highway Safety Brigades and other agencies continue to offer support by publishing traffic safety articles in their newsletters and disseminating materials to their clientele.
- The safety belt usage rate increased to 67.72%, up from 60.82 in 1999.
- The staff has input into PI&E campaigns and those campaigns are implemented in the manner that best benefits all program areas and the citizens of Missouri.

PUBLIC INFORMATION & EDUCATION (AD AGENCY)

PROJECT NUMBER: PT-02-11

PROGRAM AREA

Police Traffic Service

JURISDICTION SIZE

Statewide

TYPE OF JURISDICTION

Statewide

TARGETED POPULATION(S)

Anyone who lives or travels in Missouri

PROJECT CHARACTERISTICS

This project enlisted the services of an advertising agency, The Beenders Marketing Group, to develop professional traffic safety materials and campaigns for the Missouri Division of Highway Safety.

PROBLEM IDENTIFICATION

The Division of Highway Safety was not a well-known state agency and its services needed to be marketed to all the citizens of the state and to travelers. In addition, the Division's logo was beginning to look outdated and needed to be improved. Also, the Division lacked a comprehensive umbrella campaign that covered all components of responsible and safe driving.

GOALS AND OBJECTIVES

The goal of contracting with a public relations firm was two-fold: to increase the public's awareness of the Division of Highway Safety and to create one or more comprehensive public information and education campaigns.

Objective 1) To develop a new logo for the Division and to develop new letterhead, business cards, etc. that reflect the modern image of the Division.

Objective 2) To increase the Division's visibility in the state.

Objective 3) To develop and implement one or more comprehensive traffic safety campaigns.

STRATEGIES & ACTIVITIES

Objective 1) The Beenders Marketing Group subcontracted with a graphic designer to create the new logo and design printed stock. Most of the Division's staff participated in the brainstorming portion of the development.

Objective 2) To promote the Missouri Millennium Promise campaign, the Division of Highway Safety conducted a series of brigades that covered 75 counties and 93 communities in the state. The brigades were whistle stop tours scheduled around local events. The brigades were covered extensively by television, radio and newspaper media. In a similar vein, the Save a Grown-up campaign was kicked off with a series of press conferences in the nine television markets in the state. The press conferences were run by children and were also covered extensively by the media.

Objective 3) The Beenders Marketing Group, using input from focus groups around the state, created two comprehensive public information campaigns: Missouri Millennium Promise and Save a Grown-up. Both campaigns enumerate the behaviors expected of responsible drivers and encourage all people who use Missouri's roads to be safe, courteous and responsible.

RESULTS

- Over 250,000 people received Missouri Millennium Promise information.
- People in rural communities in remote parts of the state were exposed to traffic safety messages.
- Media coverage of highway safety issues was increased.
- Partnerships were developed with other state agencies, associations and businesses.
- The new logo was distributed and is used frequently by highway safety partners.

CASS COUNTY S.T.E.P. PROJECT – CASS COUNTY

PROJECT NUMBER: PT-02-13

PROGRAM AREA

Police Traffic Services

JURISDICTION SIZE

Population 80,520

TYPE OF JURISDICTION

Rural County

TARGETED POPULATION(S)

All Drivers, All Passengers

PROJECT CHARACTERISTICS

This is a multi-jurisdictional coalition to reduce crashes within the county by performing various educational and enforcement efforts relating to hazardous moving violations, drinking and driving, and occupant restraint issues.

PROBLEM IDENTIFICATION

In 1999 Cass County ranked 14th in the state for speed-related crashes and 16th for alcohol-involved crashes. Cass County is primarily a rural community greatly affected by commuter traffic travelling to and from the Kansas City metro area. Most of the local law enforcement agencies in Cass County lack the manpower and overtime funds to provide a network of traffic enforcement efforts to reduce crashes involving speed and alcohol and to promote occupant restraint usage.

GOALS AND OBJECTIVES

To increase countywide enforcement of hazardous moving violations and seat belt violations.

STRATEGIES & ACTIVITIES

- To perform a countywide enforcement effort one week per month for hazardous moving violations and seat belt usage.
- Perform at least 2 multi-jurisdictional sobriety checkpoints.
- Promote seat belt usage, especially for young drivers, through educational efforts.

RESULTS

- Representatives of participating agencies conducted monthly meetings where enforcement strategies were established. The third week of each month was the normal time period for the countywide enforcement effort.
- Two multi-jurisdictional sobriety checkpoints were conducted. They were held in the cities of Raymore and Pleasant Hill. The Cass County MADD Chapter participated at each checkpoint.
- Buckle Up signs were posted at each school in the county. The signs had each school's mascot printed on the face with the message "Buckle Up". They were posted at all school exits.
- News media coverage resulted from the various activities performed by this coalition. Print articles, radio announcements, and television stories were publicized prior to enforcement events. Documentation of events such as the Sobriety Checkpoints also occurred..
- The following agencies participated in the coalition during the project year:

Pleasant Hill PD

Archie PD

Peculiar PD

Harrisonville PD

Raymore PD

Garden City PD

Lake Winnebago PD

Cass County Sheriff's Dept.

- The enforcement efforts resulted in:

Arrests: 16 DWI

Violations: 782 HMV

116 Seat Belt

47 Child Restraint

Contacts: 2,265 Vehicle Contacts

NATIONAL/REGIONAL HIGHWAY SAFETY WORKSHOPS

PROJECT NUMBER: PT-02-14

PROGRAM AREA

Police Traffic Services

JURISDICTION SIZE

Unlimited

TARGETED POPULATION(S)

Safety Advocates, Law Enforcement, Highway Safety Staff

TYPE OF JURISDICTION

Statewide

PROJECT CHARACTERISTICS

This in-house memo project provides funding to enable traffic safety advocates to participate in training opportunities (as participants or presenters).

PROBLEM IDENTIFICATION

It is crucial that highway safety advocates receive the best and most current training available so that they can utilize this information in developing "best-practices" countermeasure activities. It is also essential that they have opportunities to share their knowledge. Without adequate funding support, many of these occasions might be missed.

GOALS AND OBJECTIVES

To assure that Missouri's traffic safety advocates and professionals are trained to the best advantage possible and are able to share their knowledge with a broad expanse of other interested individuals.

STRATEGIES & ACTIVITIES

- Evaluate requests for training to determine the value of such training to further the mission of the Division of Highway Safety
- Provide full or partial financial support for training programs

RESULTS

Exhibits	Conferences	Meetings	Conference Meals	Speaker Charges	Training Programs
School Health Conf.	Lifesavers	NAGHSR Exec. Board (2)	Law Enf. Conference	Expert witnesses for .08 review committee (2)	Web Design
Head Injury Conf.	Iowa's 2000 Conf.		MO Motor Carriers		Contract Training for Grantees
Educ of Young Children	NHTSA Reg. VII Alcohol Conf.				
Mid-Amer Safety, Health & Environ. Conf.	DWI/Vehicular Homicide Conf.				
Pathways to Student Success	School Transportation				
Showme Profess.	Safe Mobility in Aging Society				
Develop. Conf.	USEOW				
KC Area Safety & Health	Nat. Assoc. of Gov's Hwy Safety Reps.				
State Fair					
Gov's Council on Phys Fitness & Health					

MDHS staff displayed at 10 conferences; MDHS staff and other professionals were given the opportunity to attend 5 national conferences and 3 regional conferences; the MDHS Director attended 2 executive meetings of the National Association of Governor's Highway Safety Representatives; MDHS sponsored 2 conference banquets where traffic safety-related speakers were featured; 2 nationally-recognized presenters were brought in to testify before the state's .08 BAC review committee; two MDHS staff members were trained in web design; and all MDHS grantees were trained in grant requirements.

TECHNICAL EQUIPMENT UPGRADE

PROJECT NUMBER: PT-02-15

PROGRAM AREA

Police Traffic Services

JURISDICTION SIZE

Unlimited

TYPE OF JURISDICTION

Statewide

TARGETED POPULATION(S)

MDHS Staff

PROJECT CHARACTERISTICS

This in-house memo project provides funding to provide the technical equipment needs for the Division of Highway Safety.

PROBLEM IDENTIFICATION

In order to most effectively and efficiently meet the needs of the citizens of the State of Missouri, the Division of Highway Safety must have updated computer hardware and software plus audio, video and photographic equipment.

GOALS AND OBJECTIVES

To assure that the Missouri Division of Highway Safety is able to meet the technological demands of the citizens (e.g., website availability, presentation capability, database maintenance, e-mail access).

STRATEGIES & ACTIVITIES

- Evaluate computer hardware & software needs (and training to support equipment)
- Evaluate presentation equipment needs

RESULTS

- Computer System: backup executive netware; Office Pro 2000 software; 220 compact disks; software licenses; training for 3 LAN administrators; Frontpage website software
- Equipment: 3mm camera was repaired; Parts were purchased to supplement the video projection unit (unit is used for Powerpoint and other presentations)

SOBRIETY CHECKPOINT POINTS—ARNOLD

PROJECT NUMBER: PT-02-17

PROGRAM AREA

Police Traffic services

JURISDICTION SIZE

Population 20,000

TYPE OF JURISDICTION

Urban Municipality

TARGETED POPULATION(S)

Underage drinkers and drivers

PROJECT CHARACTERISTICS

This project funded DWI Sobriety Checkpoints in the City of Arnold in an attempt to reduce impaired driving with special emphasis on reducing underage drinking and the resulting crashes.

PROBLEM IDENTIFICATION

This project was the result of in-depth research that illustrated the City of Arnold had a problem with alcohol-related crashes, many of which were caused by underage drinkers.

GOALS AND OBJECTIVES

The Arnold Police Department's goal was to reduce local traffic crashes and the severity of those crashes thereby impacting the overall statewide traffic crash death and injury rate.

The Arnold Police Department's objective was increase occupant restraint usage and to decrease HMV violations at high accident locations, with this being done through increased traffic enforcement.

STRATEGIES & ACTIVITIES

The Arnold Police Department developed a strategy of high visibility and well published press releases in an effort to reduce alcohol-related crashes. Activities were focused on DWI Checkpoints and building partnerships with other police agencies within the county. Five DWI Checkpoints where held with one one of those being a joint task force with the Missouri State Highway Patrol and the Jefferson County Sheriff's Department.

RESULTS**DWI CHECKPOINT RESULTS**

Date	DWI Arrests	SFSTs Given	Vehicles Checked
May 2000	3	8	398
June 2000	5	8	608
July 2000	21	30	2000
August 2000	4	5	157
September 2000	2	5	397
TOTALS	35	56	3,560

Total Crashes within the City of Arnold:

1/99 through 12/99: 729 (22 alcohol-related; 8 drug-related)

1/00 through 6/00: 402 (14 alcohol-related; 0 drug-related)

During the grant period 10-1-1999 through 9-30-2000, one fatal accident occurred on State Highway 231 (Telegraph Rd). This fatal accident did not involve an alcohol/drug-impaired driver.

**HMV & DWI ENFORCEMENT & SOBRIETY CHECKPOINTS
BELLEFONTAINE NEIGHBORS**

PROJECT NUMBER: PT-02-18

PROGRAM AREA

Police Traffic Services

JURISDICTION SIZE

Approximately 11,000

TYPE OF JURISDICTION

Urban

TARGETED POPULATION(S)

All drivers; drinking drivers; aggressive drivers

PROJECT CHARACTERISTICS

This project provided overtime funding to conduct the following enforcement activities: speed; aggressive driving along the I-270 corridor (in cooperation with 3 adjoining police agencies); roving DWI patrols during weekend hours; and sobriety checkpoints.

PROBLEM IDENTIFICATION

Excessive speed and aggressive driving continues to occur along the I-270 corridor, resulting in numerous traffic crashes. In addition, there are a large number of alcohol-related crashes and DWI arrests.

GOALS AND OBJECTIVES

1. To reduce alcohol-related crashes by removing drunk drivers from the roadways;
2. To reduce HMV-related crashes by removing speeding and aggressive drivers from the roadways.

STRATEGIES & ACTIVITIES

The Bellefontaine Neighbors Police Department will conduct random patrols on various days and times in conjunction with three other departments along I-270 enforcing speed laws and looking for aggressive drivers. Random patrol of the city will be conducted at various times on weekends to look for alcohol-impaired drivers. Sobriety checkpoints will also be conducted to enforce laws relating to alcohol consumption while operating a motor vehicle.

RESULTS

The I-270 enforcement activities resulted in 961 traffic summons including 3 DWI arrests; 114 seat belt violations, 31 child restraint violations with 978 vehicles stopped. The wolfpack patrols resulted in 193 violations including 44 seat belt violations, 15 child restraint violations and 12 DWI arrests. Alcohol-related accident were reduced approximately 60% for the year and DWI arrests reflected a 16% increase during this enforcement period.

GRANT ENFORCEMENT ACTIVITIES ANNUAL REPORT

Project Number: 00-PT-02-18Year : 1999-2000Agency Name: Bellefontaine Neighbors Police Department

	Entire Department	HMV Enforcement	Occupant Restraint Enforcement	DWI Enforcement	Youth Alcohol Enforcement	Other Project (Please Describe)
DWI Arrests	67	3		3		12
Speeding Violations	2697	675		0		106
HMV Violations	737	283		6		75
TOTAL HMV VIOLATIONS <small>(A total of the three above categories)</small>	3501	961		9		193
Seat Belt Violations	1051	114		26		44
Child Restraint Violations	161	31		3		15
Number of Traffic Stops		978		540		256
Number of Hours Worked		213		92		152

Total number of crashes for grant contract period (October 1, 1999 – September 30, 2000):

Fatal 2 Injury 89 Property Damage 235Reporting Officer's Name Lt. John Rueckert

SPEED ENFORCEMENT/OCCUPANT PROTECTION**BEL-NOR**

PROJECT NUMBER: 00-PT-02-19

PROGRAM AREA

Police Traffic Services

JURISDICTION SIZE:

Village of Bel-Nor: Population 2723

Village Of Bellerive Acres: Population 238

City of Greendale Population: 748

TYPE OF JURISDICTION

Urban

TARGETED POPULATION(S)

All drivers

PROJECT CHARACTERISTICS

This project provided overtime funding for enforcement of hazardous moving violations with secondary emphasis on occupant protection education and enforcement.

PROBLEM IDENTIFICATION

The Village of Bel-Nor has within it's patrol area two State Highways, one major university, one high school, and one elementary school. Data reflected a high number of speed-related violations due to the high number of motorists passing through the community on a daily basis.

GOALS AND OBJECTIVES

To reduce the amount of speeding and other hazardous moving violations and seat belt violations thereby having a direct impact on the amount, as well as the seriousness, of traffic accidents.

STRATEGIES & ACTIVITIES

One officer was assigned to actively monitor and enforce speeding violations and other hazardous moving violations. The Officer was assigned in four-hour increments during the peak times that the violations were occurring. Special emphasis was placed on both the moving violations as well as safety belt and child restraint violations.

RESULTS

There was a decrease in the number of violations that occurred. There was also a decrease in the number of traffic crashes and those that occurred were less severe. Bel-Nor also noted an increase in the use of seat belts. There was no noted change, however, in the use of child restraint devices and efforts have been put into place to reduce that number.

GRANT ENFORCEMENT ACTIVITIES ANNUAL REPORT

Project Number: 00-PT-02-19Year : 2000Agency Name: BEL-NOR POLICE DEPARTMENT

	Entire Department	HMV Enforcement	Occupant Restraint Enforcement	DWI Enforcement	Youth Alcohol Enforcement	Other Project (Please Describe)
DWI Arrests	7	0				
Speeding Violations	281	76				
HMV Violations	85	20				
TOTAL HMV VIOLATIONS (A total of the three above categories)	366	96				
Seat Belt Violations	115	17				
Child Restraint Violations	71	15				
Number of Traffic Stops	235					
Number of Hours Worked	76					

Total number of crashes for grant contract period (October 1, 1999 – September 30, 2000):

Fatal 0 Injury 32 Property Damage 66Reporting Officer's Name PO OWENS DSN 133

**SOBRIETY CHECKPOINTS/DWI/SPEED/
OCCUPANT PROTECTION—BELTON**

PROJECT NUMBER: PT-02-21

PROGRAM AREA

Police Traffic Services

JURISDICTION SIZE

Belton, Population 22,000

TYPE OF JURISDICTION

Suburban

TARGETED POPULATION(S)

All drivers, drinking drivers, aggressive drivers

PROJECT CHARACTERISTICS

This project was meant to reduce the number of speed and alcohol related crashes and increase the seat belt usage rate among the citizens of Belton by providing overtime funding for selective enforcement.

PROBLEM IDENTIFICATION

This project addressed the number of drinking and driving crashes that occur within the city. It also addressed the low percentage of unbuckled drivers and occupants. A strong speed enforcement program addressed the problem of aggressive driving.

GOALS AND OBJECTIVES

Goal: To reduce local traffic crashes and the severity of those crashes, thereby impacting the overall statewide traffic crash data and injury rate.

Objectives:

- Increase occupant restraint usage
- Decrease hazardous moving violations at high crash locations
- Increase awareness of traffic safety laws through the use of the media.

STRATEGIES & ACTIVITIES

The department held five sobriety checkpoints, four occupant protection checkpoints and held numerous speed enforcement days that coincided with Operation Impact. The department also participated in the national Buckle Up America: ABS Mobilization.

RESULTS

- Seat belt usage remained almost the same as at the beginning of the grant period—57%.
- The overall crash rate declined by 2.16% with injury crashes dropping 4.73%. Property damage crashes also decreased by 1.54%. The department investigated one fatal crash that was alcohol related. The driver however was a non-resident of the city or state.
- The only major obstacle that the department encountered was in obtaining media support for publicizing all of the articles and in their entirety.

**GRANT ENFORCEMENT ACTIVITIES
ANNUAL REPORT**

Project Number: 00-PT-02-21 Year: 1999-2000

Agency Name: Belton Police Department

	Entire Department	HMV Enforcement	Occupant Restraint Enforcement	DWI Enforcement	Youth Alcohol Enforcement	Other Project (Please Describe)
DWI Arrests	234			60		
Speeding Violations	1838	518		15		
HMV Violations	941	21		35		
TOTAL HMV VIOLATIONS <small>(A total of the three above categories)</small>	3013	239		110		
Seat Belt Violations	600	42	123	7		
Child Restraint Violations	19	13				
Number of Traffic Stops		307	864	1544		
Number of Hours Worked		157.5	74.5	308.75		

Total number of crashes for grant contract period (October 1, 1999 - September 30, 2000):

Fatal 1 Injury 141 Property Damage 448

Reporting Officer's Name Cpl. M. Davis

HMV & DWI ENFORCEMENT—BERKELEY

PROJECT NUMBER: PT-02-22

PROGRAM AREA

Police Traffic Services

JURISDICTION SIZE

City of Berkeley: Population 12,500

TYPE OF JURISDICTION

Urban Area

TARGETED POPULATION (S)

All Drivers

PROJECT CHARACTERISTICS

The Hazardous Moving Violation portion of the project was based on a coalition of area departments working together for a common goal. This goal was to reduce the number of motor vehicle accidents by being readily visible and enforcing all traffic laws. By doing this, it provided a greater awareness to the motorist and made them more conscious of their surroundings while operating a motor vehicle. The participating agencies were able to saturate selected areas, thus making those areas safer for motorists.

The DWI portion was based on the opportunity to concentrate on specific areas in the community to look for impaired drivers. This project was to be conducted during specific time frames to maximize effectiveness.

PROBLEM IDENTIFICATION

Since 1997 the city's work population has increased, creating more traffic flow on the highways as well as in the community. The increased highway speed limits have influenced the increase in motor vehicle crashes and their severity. With the westward expansion of the airport and the continued business growth, there is a guarantee of increased vehicular traffic.

GOALS AND OBJECTIVES

Goal: To decrease the number of motor vehicle crashes.

Objectives:

- Heighten awareness of traffic laws with guarantees that they will be enforced.
- Minimize the number of hazardous moving violations by providing more aggressive visibility.

STRATEGIES & ACTIVITIES

Select specific dates for activities with all of the participating departments

Concentrate on designated locations and areas, thus creating a saturation of law enforcement officers.

RESULTS

Hazardous Moving Violations: Area awareness was achieved. The area partnerships were strengthened through cooperation. A possible reduction in motor vehicle accidents and unsafe drivers occurred. An increase in seatbelt usage was observed.

DWI: The DWI portion was not successful due to manpower situation and a lack of officers who had received training in Standardized Field Sobriety Testing.

**GRANT ENFORCEMENT ACTIVITIES
ANNUAL REPORT**

Project Number: # 00-PT-02-22 Year: 2000

Agency Name: BERKELEY POLICE DEPARTMENT

	Entire Department	HMV Enforcement	Occupant Restraint Enforcement	DWI Enforcement	Youth Alcohol Enforcement	Other Project (Please Describe)
DWI Arrests	28	0		0		
Speeding Violations	3,756	252		0		
HMV Violations	1,252	87		0		
TOTAL HMV VIOLATIONS <small>(A total of the three above categories)</small>	5,036	339		0		
Seat Belt Violations	496	7		0		
Child Restraint Violations	1	3		0		
Number of Traffic Stops	N/A	301		0		
Number of Hours Worked	N/A	113.0		0		

Total number of crashes for grant contract period (October 1, 1999 – September 30, 2000): 672

Fatal 01 Injury 144 Property Damage 527

Reporting Officer's Name Sergeant Frank McCall #354

HMV ENFORCEMENT AND DWI CHECKPOINTS—BOONE COUNTY

PROJECT NUMBER: PT-02-23

PROGRAM AREA

Police Traffic Services

JURISDICTION SIZE

687 square miles, Population 112,379

TYPE OF JURISDICTION

Boone County – rural county

TARGETED POPULATION(S)

All drivers

PROJECT CHARACTERISTICS

This project provided overtime funding to the Boone County Sheriff's Department to work saturation enforcement of hazardous moving violations including seat belt and child restraint violations and to conduct sobriety checkpoints.

PROBLEM IDENTIFICATION

Speeding, driving while under the influence of alcohol and/or controlled substances, and lack of seat belts/child restraints continue to be problems in Boone County. Without additional funding to support selective saturation enforcement of these violations, very little impact could be made to rectify these problems.

GOALS AND OBJECTIVES

Goals:

1. To reduce speed-related traffic crashes and increase the use of seatbelts and child restraints on the targeted roadways (St. Charles Road; Brown School Road; Rangeline Road; Creasy Springs Road; New Haven Road; Wagon Trail Road and Prathersville Road).
2. To reduce alcohol-related traffic crashes and fatalities on the targeted roadways (Prathersville Road, Hwy 63 and New Salem Church Road, 763 @ Roland Machinery and Rt. B and 124).

STRATEGIES & ACTIVITIES

Hazardous Moving Violations:

- Target the most recently improved county roadways (over 50 miles of new roadways were paved, thus enabling drivers to operate at much higher rates of speed. Many of these roadways are adjacent to heavily populated areas and school zones)
- Conduct monthly "Operation Slowdown" programs (pay overtime to 4 officers for 4 hours per month to do saturation enforcement on targeted roadways at various times throughout the month). Most months afforded an additional 28 to 32 hours per month of traffic enforcement.

DWI Checkpoints:

- Target specific areas in which conduct 5 sobriety checkpoints during 1999-2000
- Conduct a DWI Checkpoint on targeted roadways from 9 p.m. until approx. 3 a.m. on either a Friday or Saturday night once per month during May through September
- During the checkpoint, stop all drivers and make a public service contact to determine whether the driver was under the influence of alcohol/controlled substances.

RESULTS

The Department received mostly positive comments from the Boone County citizens. The actual measurable results are based on the number of public contacts and the number of arrests. It is anticipated that a better comparison will be available at the completion of 2000/2001 and yearly results can be compared

- Vehicles stopped—1,376
- DWI arrests—21

GRANT ENFORCEMENT ACTIVITIES ANNUAL REPORT

Project Number: 00-PT-02-23 Year : 10/1/99 – 9/30/2000

Agency Name: Boone County Sheriff's Department

	Entire Department	HMV Enforcement	Occupant Restraint Enforcement	DWI Enforcement	Youth Alcohol Enforcement	Other Project (Please Describe)
DWI Arrests	70	1		21		
Speeding Violations	1835	538				
HMV Violations	430	30		6		
TOTAL HMV VIOLATIONS (A total of the three above categories)	2335	569		27		
Seat Belt Violations	275	91		49		
Child Restraint Violations	46	5		6		
Number of Traffic Stops	3277	710		1376		
Number of Hours Worked	We do not Track this Info.	364		125		

Total number of crashes for grant contract period (October 1, 1999 – September 30, 2000):

Fatal 0 Injury 20 Property Damage 113

Reporting Officer's Name Captain Beverly Braun

HMV ENFORCEMENT—BRENTWOOD

PROJECT NUMBER: PT-02-24

PROGRAM AREA

Police Traffic Services

JURISDICTION SIZE

10,000 (but increases to 45,000 during daytime business hours)

TYPE OF JURISDICTION

Urban Municipality

TARGETED POPULATION(S)

All drivers; drinking drivers; aggressive drivers

PROJECT CHARACTERISTICS

This project provided overtime funding to conduct hazardous moving violation enforcement at the identified high accident locations.

PROBLEM IDENTIFICATION

By analyzing the traffic crash data, the highest traffic crash locations were identified that included the day of the week, time of the day and causation factors. Using this data, the agency conducted overtime enforcement targeting hazardous moving violations with an emphasis on occupant restraint violations.

GOALS AND OBJECTIVES

To reduce the number and severity of the traffic crashes related to alcohol and speed with the intent of lowering fatalities and injuries.

STRATEGIES & ACTIVITIES

The strategy was based upon the department's ability to assign officers who were able to concentrate solely on the causes related to the traffic crashes.

RESULTS

Overall there wasn't a significant reduction in the number of accidents over the period of the project. This was due to the unavailability of traffic crash data which will not become available until the early part of 2001 for the period July 1 through December 30, 2000 from STARS. Also, the number of overtime hours that were available through the project was very limited.

GRANT ENFORCEMENT ACTIVITIES ANNUAL REPORT

Project Number: 00-PT-02-24Year : 1999-2000Agency Name: Brentwood Police Department

	Entire Department	HMV Enforcement	Occupant Restraint Enforcement	DWI Enforcement	Youth Alcohol Enforcement	Other Project (Please Describe)
DWI Arrests	54					
Speeding Violations	2,132	148				
HMV Violations	368	53				
TOTAL HMV VIOLATIONS <small>(A total of the three above categories)</small>	3,270	201				
Seat Belt Violations	255	75				
Child Restraint Violations	18	19				
Number of Traffic Stops	3,270	201				
Number of Hours Worked		96				

Total number of crashes for grant contract period (October 1, 1999 – September 30, 2000):

Fatal 1 Injury 59 Property Damage 244

Reporting Officer's Name _____

CASS COUNTY SHERIFF'S DEPARTMENT

PROJECT NUMBER: PT-02-27

PROGRAM AREA

Police Traffic Services

JURISDICTION SIZE

Between 80,000-100,000 people

TYPE OF JURISDICTION

Rural County

TARGETED POPULATION(S)

All drivers

PROJECT CHARACTERISTICS

This project provided overtime funding for selective traffic enforcement of Hazardous Moving Violations (e.g., speeding, DWI). Crash data from Cass County was utilized to determine enforcement site selection.

PROBLEM IDENTIFICATION

Cass County is located on the southern border of Kansas City and encompasses about 760 square miles with an estimated population of between 80,000-100,000. Cass County is a commuter county and has 26 highways, including U.S. 71 Highway and M-7 Highway from Clinton funneling into Kansas City (both of which have a 70 mph speed limit). Cass County ranked 15th for all traffic crashes in the state and in the top 25% in all reporting categories.

GOALS AND OBJECTIVES

To reduce traffic crashes throughout Cass county and specifically those occurring at identified high accident locations.

STRATEGIES & ACTIVITIES

During each enforcement action, deputies were assigned a specific target area to work, attempting to have a minimum of three contacts per hour with HMV offenders. If Deputies contacted a driver and found the driver to be unable to operate a vehicle (DWI, DWR, DWS, etc.), the Deputies were to arrest. Upon completion of the enforcement actions, the information was given to the Public Information Officer to disseminate to the local press agencies to increase public awareness.

RESULTS

Traffic Stops	212
HMV Citations	191
DWI Arrests	5

**GRANT ENFORCEMENT ACTIVITIES
ANNUAL REPORT**

Project Number: OO-PT-02-27 Year: 1999-2000

Agency Name: Cass County Sheriff's Office

	Entire Department	HMV Enforcement	Occupant Restraint Enforcement	DWI Enforcement	Youth Alcohol Enforcement	Other Project (Please Describe)
DWI Arrests	85	5				
Speeding Violations	972	154				
HMV Violations	525	32				
TOTAL HMV VIOLATIONS <small>(A total of the three above categories)</small>	1582	191				
Seat Belt Violations	19	11				
Child Restraint Violations	2	0				
Number of Traffic Stops		212				
Number of Hours Worked		130.5				

Total number of crashes for grant contract period (October 1, 1999 - September 30, 2000):

Fatal 8 Injury 379 Property Damage 1200

Reporting Officer's Name Lt. Mitchell Phillips

HMV ENFORCEMENT & WORKFORCE INITIATIVE –
CHESTERFIELD
PROJECT NUMBER: PT-02-29

PROGRAM AREA
Police Traffic Services

JURISDICTION SIZE
Chesterfield; Population approximately 50,000

TYPE OF JURISDICTION
Suburban

TARGETED POPULATION (S)
All Drivers

PROJECT CHARACTERISTICS:

POLICE TRAFFIC SAFETY

This project enabled the Chesterfield Police Department to purchase equipment (i.e., LIDAR, speed display trailer) in order to more effectively enforce traffic laws and educate the public concerning compliance with these laws.

WORKFORCE INITIATIVE

Design and implement a cooperative program with the Chesterfield Police and the business community. The focus of said program is to reach a large number of people via a unique partnership in order to educate and encourage safe driving practices.

PROBLEM IDENTIFICATION:

POLICE TRAFFIC SAFETY

The City of Chesterfield is located in west St. Louis County and is one of the largest municipalities in Missouri covering over 30 square miles. Since its inception, the city's growth has contributed to an increase in traffic and related crashes. Chesterfield ranks 17th in the state in crash rate. The Chesterfield PD has a 3-pronged approach to traffic safety: education, enforcement and investigation. These components must be used simultaneously to effectively reduce crashes and save lives.

WORKFORCE INITIATIVE

As 2.7 million citizens make up the workforce in Missouri and motor vehicle injuries are the leading cause of workplace deaths, there exists a need to address traffic safety in the workplace. The economic cost of motor vehicle crashes to Missouri employers averages approximately \$9,716 per incident totaling over \$1.8 billion dollars a year. In addition, traffic crashes result in lost workdays, workplace disruption, billions of dollars in health care and social support and large costs to individuals beyond what employers pay out. Driver error is a primary or contributing cause in 95% of vehicle crashes. This means that the vast majority of crashes can be prevented. By making safe driving practices and techniques a priority in overall workplace safety, crashes can be prevented, the severity of injuries reduced and lives saved on Missouri highways.

GOALS AND OBJECTIVES:

POLICE TRAFFIC SAFETY

Goal: To decrease hazardous moving violations (through an aggressive program of education and enforcement) in an effort to reduce the number and severity of traffic crashes.

WORKFORCE INITIATIVE

Goal: To reduce traffic crashes and the severity of injuries and loss of life in the community through: 1) An employee education program designed to increase safe driving awareness and enhance driving skills; and 2) expanded relationships and cooperation between law enforcement and the community.

STRATEGIES & ACTIVITIES:

POLICE TRAFFIC SAFETY

1. To purchase a Laser-Measuring device (LIDAR)
 - Purchase LIDAR following purchasing guidelines and in a timely manner.
 - Write 100 citations per month.

- Utilize LIDAR on state routes and in conjunction with Operation Impact twice each month.
- 2. To purchase a speed display trailer for education and enforcement activities.
 - Purchase speed display trailer following purchasing guidelines and in a timely manner.
 - Display trailer at 35 locations during this project year.
 - Display trailer at schools and civic events during this project year.
 - Loan speed display trailer to other departments as needed.

WORKFORCE INITIATIVE

- Target 25 business/industries/corporations from October 1, 1999-September 30, 100
- Assign a full-time certified police officer as Workforce Traffic Safety Officer. This officer will be assigned to the traffic Division and shall devote his efforts to the Workforce Traffic Safety Initiative.
- Develop a strategy to maximize the number of employee contacts, and enter into agreements with employers to provide traffic safety programs to employees. Employers must support and be an active partner, with the Chesterfield Police Department, in the Workforce Safety Initiative.
- Advertise partnership through press release in local paper.
- Develop partnership plaque to recognize employer for safety initiative.
- Develop program schedule for safety presentations in the workplace.
- Provide safety presentations to groups of employees.
- Participate in company safety fairs and related events.
- Conduct various surveys and studies at targeted businesses/industries/corporations to develop a baseline of data to identify problem areas and determine the effectiveness of the Workplace Traffic Safety Initiative.
- Conduct pre-training surveys and studies to determine employee attitudes and driving habits, operation of motor vehicle while under the influence of drugs or alcohol.
- Conduct post-training surveys and studies in the same fashion to determine if employee driving behaviors have changed as a result of the Workplace Traffic Safety Initiative. Post-Training surveys and studies will be periodically performed to ascertain the long-term benefits of this initiative. If necessary, additional training may be conducted.
- Review existing workplace safety practices/policies to determine if traffic safety issues can be incorporated into them. All participating business will be encouraged to adopt an employee seatbelt policy.
- Identify the number of employees, or close family members, who were involved in traffic crashes in the previous year and determine the extent of personal and financial losses, which resulted.
- Implement and conduct various traffic safety projects to address traffic safety issues.
- Promote Missouri Millenium Promise
- Conduct seatbelt checkpoints and participate in NHTSA and Missouri Highway Safety occupant protection initiatives. Special attention will be given to schools and Chesterfield Police Department's Operation Reward.
- Conduct child-seat checkpoints (including proper installation) and participate in NHTSA and Missouri Highway Safety child-seat initiatives. Special attention will be given to taxi and limousine services and their use of child-seats.
- Conduct Drinking and Driving prevention projects, including participation in NHTSA, Missouri Highway Safety, MADD and SADD drinking and driving prevention initiatives.
- Conduct defensive driving training. Special attention will be given to schools and new driver training.
- Promote aggressive driving reduction.
- Promote holiday safety with emphasis on drinking and driving. Special attention will be given to shopping centers and malls.

RESULTS:

POLICE TRAFFIC SAFETY

This portion of the grant was not fully completed due to budget restrictions that delayed purchase of the requested equipment until September, 2000. The LIDAR and speed-monitoring trailer were obtained but too late to accomplish goals and objectives prior to the end of the contract-reporting period. However, these goals and objectives will be accomplished in the near future.

WORKFORCE INITIATIVE

This portion of the grant was started 11/01/99. Through 10/01/00, the following activities were accomplished:

- As of 11/01/99, an officer was assigned to design and implement this pilot program. A modifiable lesson plan was developed to provide a one-hour block of instruction. This length was determined to be optimum-based on in-put from local businesses. The lesson plan, however, is flexible and can be expanded upon demand. The main thrust of this program is local businesses, but it was determined not to limit access to only businesses. A secondary effort was made to promote to the schools, community and civic groups of the area. In addition to the general traffic safety message, emphasis was also made on the proper use of safety belts and child safety seats were made. To facilitate the most professional presentation of the messages detailed, a laptop computer and multi-media projector were purchased.
- The proper awareness of the program was very important. The program synopsis was posted on the city web site, an article by the local suburban newspaper was run, flyers were posted at various locations throughout the City of Chesterfield and approximately 150 personal contacts were made to promote the program. Also, permission was obtained to place a letter of introduction to the program in all new and renewal business license applications mailed out by the city.
- Training was provided to Officer Caswell to facilitate the program implementation. Several courses at the St. Louis County Municipal Police Academy were attended that covered computer use, specifically Power Point Presentation. The LETSAC annual conference was attended and a Child Car Seat Technician course was completed through the MDSH.
- Incentive items (ink pens and key chains) embossed with both the City of Chesterfield and MDHS names were purchased. A recognition plaque was developed for presentation to local participating businesses.
- Business Presentations – Conducted a total of 23 presentations at 16 different businesses reaching 550 employees; Participated in 3 safety fairs at local corporations.
- School Presentations – Conducted 36 school presentations reaching 1850 students.
- Child Car Seat/Safety Belt Activities – Installed 126 child car seats via personal appointments; Participated in 2 metro-wide Child Safety Seat Checkpoints; Conducted 2 local CSS Checkpoints; Conducted 6 safety belt checkpoints.
- Miscellaneous Activities – Made 2 presentations at Victim Impact Panels (court ordered for first-time offenders) – 70 participants; Conducted 2 Operation Rewards (handing out incentive items at pre-determined locations for drivers properly wearing seatbelts); Conducted 1 Teen Academy (traffic safety for selected high school students) – 15 students and 1 Citizens' Academy (adults interested in police work) – 15 participants; Participated in Operation Lifesaver (train safety) and Operation ABC (American Buckles up Children).

GRANT ENFORCEMENT ACTIVITIES ANNUAL REPORT

Project Number: #00-PT-02-29

Year : 10/1/1999 thru 9/30/00

Agency Name: Chesterfield Police Department

	Entire Department	HMV Enforcement	Occupant Restraint Enforcement	DWI Enforcement	Youth Alcohol Enforcement	Other Project (Please Describe)
DWI Arrests	287	N/A	N/A	N/A	N/A	
Speeding Violations	5084					
HMV Violations	3279					
TOTAL HMV VIOLATIONS (A total of the three above categories)	8650					
Seat Belt Violations	440					
Child Restraint Violations	13					
Number of Traffic Stops	13,655					
Number of Hours Worked						

Total number of crashes for grant contract period (October 1, 1999 – September 30, 2000):

Fatal 2Injury 438Property Damage 1363

Reporting Officer's Name _____

HMV ENFORCEMENT/SOBRIETY CHECKPOINT
CLAY COUNTY

PROJECT NUMBER: PT-02-30

PROGRAM AREA

Police Traffic Services

JURISDICTION SIZE

County of Clay, population 175,000

TYPE OF JURISDICTION

Countywide mixture of urban & rural.

TARGETED POPULATION(S)

All Drivers

PROJECT CHARACTERISTICS

This project provided overtime funding for a multi-faceted application of education and enforcement pertaining to hazardous moving violations and driving while intoxicated.

PROBLEM IDENTIFICATION

Historical data supplied by the Missouri State Highway Patrol Statistical Analysis Center reveals Clay County continually ranks in the top 5 of 115 Missouri counties for total and fatality crashes.

GOALS AND OBJECTIVES

Goal: To reduce countywide traffic crashes and the severity of those crashes thereby impacting the overall safety and well being of all motorists.

Objectives:

- Increase occupant restraint usage through education and enforcement
- Decrease HMV, speed, narcotic abuse, and alcohol-related violations at high crash locations through increased saturation enforcement
- Increase awareness of traffic safety issues through public education, improved media relations, formulating community partnerships and networking alliances.

STRATEGIES & ACTIVITIES

Strategies: Utilize data from the MSHP Statistical Analysis Center to identify the top 10 high crash locations or traffic corridors, identify the contributing factors at those crash locations, and implement enforcement and education activities by targeting all potential violators.

Activities: Whenever possible diversified resources were employed in all activities. Multi-jurisdiction DWI checkpoints, high visibility speed, alcohol, and HMV saturation's, a multi-agency traffic safety fair, a countywide citizens traffic safety advisory panel, and a traffic stop safety information brochure with a pre-paid postage reply/opinion survey card were mechanisms of deploying education and enforcement resources. Active participation in the bi-state Kansas City Operation Impact and LETSAC of Missouri organizations in an information exchange allowed a cohesive methodology of improving traffic safety. MDHS equipment allowances to purchase radar and in-car video systems allowed a flexible expansion for all enforcement activities.

RESULTS

Final crash data is not available from the MSHP-SAC for the contractual reporting period. Impressions of a decrease in the total number of crashes and their severity coupled with increased traffic safety education awareness coalitions, conveys a positive interaction of governmental entities and to the public we serve.

**GRANT ENFORCEMENT ACTIVITIES
ANNUAL REPORT**

Project Number: 00 - PT - 02 - 30Year : October 1, 1999 - September 30, 2000Agency Name: Clay County Sheriff's Office

	Entire Department	HMV Enforcement	Occupant Restraint Enforcement	DWI Enforcement	Youth Alcohol Enforcement	Other Project (Please Describe)
DWI Arrests	132	4	0	43	0	0
Speeding Violations	1392	303	0	29	0	0
HMV Violations	617	156	0	63	0	0
TOTAL HMV VIOLATIONS (A total of the three above categories)	2,141	463	0	135	0	0
Seat Belt Violations	30	11	0	0	0	0
Child Restraint Violations	36	2	3	1	0	0
Number of Traffic Stops	522		3	2,014 Includes Sobriety Checkpoints	0	0
Number of Hours Worked	363.5		38.5	232	0	0

Total number of crashes for grant contract period (October 1, 1999 – September 30, 2000):

Fatal 0 Injury 3 Property Damage 76Reporting Officer's Name: Lieutenant Stephen Wright

HMV ENFORCEMENT—CLINTON

PROJECT NUMBER: PT-02-31

PROGRAM AREA

Police Traffic Services

JURISDICTION SIZE

11,000

TYPE OF JURISDICTION

Rural

TARGETED POPULATION(S)

All drivers

PROJECT CHARACTERISTICS

This project provided funding to purchase radar speed-measuring devices for 3 patrol units (half of their units) that did not previously possess them.

PROBLEM IDENTIFICATION

Since half of the marked patrol units were without the ability to effectively enforce speed restrictions, the department was not able to address traffic crashes in which speed was a contributing factor. Recognizing this shortcoming, the proposal was to equip the remaining patrol vehicles with traffic radar.

GOALS AND OBJECTIVES

Goal: To reduce the number of fatal/personal injury traffic crashes by 15% over the previous year.

Objective: Identify high accident locations where speed and hazardous moving violations are contributing factors

STRATEGIES & ACTIVITIES

Since the majority of crashes occurring at the high accident locations occurred between 7:00 a.m. and 8:00 p.m. and since that is traditionally the period of fewest calls for service, it was hoped that officers could patrol these locations during routine patrol between calls. In addition, a public education program would be conducted using the talk programs on location radio stations and through education and information to local civic and fraternal organizations.

RESULTS

A total of 301 accidents occurred, which equaled the number from the previous year. Two factors played a large role in the figure remaining constant:

1. A significant increase in traffic occurred with the completion of several major highway projects in the area. Those construction projects led to congestion delays and resulted in decreased traffic counts. With the completion of the projects, traffic volume substantially increased as lake and tourist traffic (which had been using other routes) returned to the Clinton area.
2. The Police Department suffered a significant manpower shortage. Due to officers leaving for other agencies and difficulty in obtaining qualified replacements, the Patrol Division was 5 officers below its assigned number of 16 for the majority of the grant period. This resulted in fewer officers being available for patrol duties. Additionally, because fewer officers were answering increased calls for service, less time was available for preventative patrol. When these factors are taken into account, the inability to reduce the number of accidents by the desired amount cannot be viewed as a failure of the project.

One area where greater improvement would have been desired was in the number of injury accidents and the number of resulting injuries. During the grant period, the number of injury accidents increased to 79 over 61 from the prior year. In addition, the number of persons injured in these accidents rose to 119 compared to the previous year's 97. As officers currently being trained assume their duties, the Department will continue to focus on reducing these numbers.

**GRANT ENFORCEMENT ACTIVITIES
ANNUAL REPORT**

Project Number: 00-PT-02-31Year : 1999-2000Agency Name: Clinton Police Department

	Entire Department	HMV Enforcement	Occupant Restraint Enforcement	DWI Enforcement	Youth Alcohol Enforcement	Other Project (Please Describe)
DWI Arrests	21	21				
Speeding Violations	57	57				
HMV Violations	401	401				
TOTAL HMV VIOLATIONS <small>(A total of the three above categories)</small>	479	479				
Seat Belt Violations	11	11				
Child Restraint Violations	4	4				
Number of Traffic Stops		870				
Number of Hours Worked						

Total number of crashes for grant contract period (October 1, 1999 – September 30, 2000):

Fatal 1 Injury 79 Property Damage 301Reporting Officer's Name Robert L. Hyder II

HMV ENFORCEMENT & SAFETY EDUCATION**COLE COUNTY**

PROJECT NUMBER: PT-02-32

PROGRAM AREA

Police Traffic Services

JURISDICTION SIZE

Countywide—397 square miles; 30,000 population

TYPE OF JURISDICTION

County (outside Jefferson City corporate city limits)

TARGETED POPULATION(S)

Youth; Parents with children in safety seats; all drivers

PROJECT CHARACTERISTICS

This project provided funding for the full-time Traffic Deputy to conduct enforcement actions at high accident locations and in small incorporated municipalities of the county.

PROBLEM IDENTIFICATION

A history of high accidents has occurred at the following locations: State Routes B, C, M, 17, 179, U.S. Highways 54, 50, and 63. Several small incorporated municipalities in Cole County have no police department to respond to their traffic complaints.

GOALS AND OBJECTIVES

To reduce the number of fatal and injury accidents occurring in Cole County

STRATEGIES & ACTIVITIES

- Traffic Deputy will enforce hazardous moving violations at county and state roads in high accident locations
- Traffic Deputy will respond to complaints along county roadways on a daily basis
- Sheriff's Department will continue the driver safety education programs in the county high schools by presenting DWI awareness programs
- Present one DWI docudrama and enhance it with media releases

RESULTS

The ability to have a full-time Deputy assigned to specific areas of the county on a daily basis has helped achieve the goal—there was a reduction of 10 fatalities over the previous year. The availability of the Deputy on alternating shifts also allowed field supervisors to respond quickly to traffic complaints and to specific drivers in the area and, in many cases, to quickly identify the violator.

Based upon the reduced number of complaints concerning aggressive drivers, DWI drivers, speeding drivers, and general traffic issues, it appears the Department has made an impact.

The safety education presentations continue to be well received by the Boy Scouts, at community activities, and in the high schools.

**GRANT ENFORCEMENT ACTIVITIES
ANNUAL REPORT**

Project Number: 00-PT-02-32Year : 1999-2000Agency Name: Cole County Sheriff's Department

	Entire Department	HMV Enforcement	Occupant Restraint Enforcement	DWI Enforcement	Youth Alcohol Enforcement	Other Project (Please Describe)
DWI Arrests	54	0				
Speeding Violations	568	238				
HMV Violations	296	10				
TOTAL HMV VIOLATIONS <small>(A total of the three above categories)</small>	918	Non-Hazard. 21				
Seat Belt Violations						
Child Restraint Violations						
Number of Traffic Stops						
Number of Hours Worked		1,440				

Total number of crashes for grant contract period (October 1, 1999 – September 30, 2000):

Fatal 12 Injury 329 Property Damage 572Reporting Officer's Name G. L. Woodward

HAZARDOUS MOVING VIOLATIONS-COLUMBIA

PROJECT NUMBER: PT-02-33

PROGRAM AREA

Police Traffic Services

JURISDICTION SIZE

City of Columbia - 80,000

TYPE OF JURISDICTION

Urban

TARGETED POPULATION(S)

All drivers

PROJECT CHARACTERISTICS

This project provided overtime funding for selective enforcement of hazardous moving violations in high accident locations.

PROBLEM IDENTIFICATION

The City of Columbia is a college town with three centers of higher education. The geographical area is sectioned by two major highways—Interstate 70 and U.S. Highway 63. As a central location in the state, the city serves as host to many events including tournaments, the Show Me Games, hot air balloon races, etc.

Statistics reveal that injury and property damage crashes are on the increase. Speed, failure to yield and following too closely are the primary contributing circumstances to these crashes. Most of these violations occur on a Monday, Wednesday or Friday, during daylight hours.

GOALS AND OBJECTIVES

To reduce the number of injury and property damage crashes within the City of Columbia.

STRATEGIES & ACTIVITIES

Officers worked four hour blocks of overtime traffic enforcement on Mondays, Wednesdays and Fridays between the hours of 12 A.M. and 6 P.M. at targeted high accident locations (Stadium Boulevard, Highway 63 Connector, Route B and Providence Road).

RESULTS

From fiscal year 1998-1999 to fiscal year 1999-2000, total crashes went down by 76. Collisions with injuries increased by 1, but the number of injured persons went down by 9. Fatal crashes stayed the same, but one less person died in fiscal 1999 versus fiscal 1998. Property damage incidents went down by 79. Overall, the traffic crash total was reduced by 2.7% and the number of people injured reduced by 1.2%.

GRANT ENFORCEMENT ACTIVITIES ANNUAL REPORT

Project Number: 00-PT-02-33Year : October 1, 1999-September 30, 2000Agency Name: Columbia Police Department

	Entire Department	HMV Enforcement	Occupant Restraint Enforcement	DWI Enforcement	Youth Alcohol Enforcement	Other Project (Please Describe)
DWI Arrests	413	0				
Speeding Violations	3,197	439				
HMV Violations	1,157	253				
TOTAL HMV VIOLATIONS <small>(A total of the three above categories)</small>	4,767	692				
Seat Belt Violations	1,253	133				
Child Restraint Violations	73	10				
Number of Traffic Stops		1,004				
Number of Hours Worked		405.75				

Total number of crashes for grant contract period (October 1, 1999 – September 30, 2000):

Fatal 6Injury 523Property Damage 2,942Reporting Officer's Name L. Woolford

POLICE TRAFFIC SERVICES—COUNTRY CLUB HILLS

PROJECT NUMBER PT-02-34

PROGRAM AREA

Police Traffic Services

JURISDICTION SIZE

Country Club Hills 1,500

TYPE OF JURISDICTION

Urban

TARGETED POPULATION (S)

All Drivers

PROJECT CHARACTERISTICS

This project was designed to closely monitor times of high traffic volume and enforce any hazardous moving violations that contribute to crashes (speeding violations, seatbelt violations, child restraint violations, DWI's and any other common hazardous violations).

PROBLEM IDENTIFICATION

The problem identified was a correlation between hazardous moving violations and high instances of crashes when such a violation is committed. This project was also designed to heavily enforce locations at times of the day when a high volume of pedestrian traffic exists. State highway U (Lucas Hunt) along with inner city streets of Eunice and Sunbury to West Florissant were targeted locations because of the high volume of school children walking to school in the morning and home in the afternoon.

GOALS AND OBJECTIVES

To reduce crashes attributable to hazardous moving violations through enforcement and education.

STRATEGIES & ACTIVITIES

Strategy: Target aggressive drivers committing hazardous moving violations that could be contributing factors in motor vehicle crashes.

Activities: At various times of the days, officers were assigned to the hazardous violations project at specified times and placed in strategic locations for visibility and enforcement. Another project that was initiated between the school district and the police department was "Operation Safewalk." "Operation Safewalk" was designed to show school children the route to walk to school and home again.

Strategically placed signs were erected for the school children to follow. This enabled the police, parents, and school officials to know what route the children would be following for safety reasons. Knowing what route the school children would follow allowed project enforcement officers to concentrate on the specific routes the children would be taking.

RESULTS

This project by the high visible traffic enforcement seemed to have an effect on the ratio of injury crashes to non-injury crashes. The percentage of injury crashes seemed to decline during the period. One result of this project, in which safety education is a priority over punishing the offender with a citation, was the "Operation Safewalk" which came about as a by-product from this project. Some of the obstacles encountered were inability to get the state to erect an electric signal at Eunice and Lucas Hunt. That would greatly reduce the speed on Lucas Hunt thereby making it safer for pedestrians crossing the street and vehicles entering from a side street.

GRANT ENFORCEMENT ACTIVITIES ANNUAL REPORT

Project Number: 00-PT-02-34Year : 1999-2000Agency Name: Country Club Hills Police Department

	Entire Department	HMV Enforcement	Occupant Restraint Enforcement	DWI Enforcement	Youth Alcohol Enforcement	Other Project (Please Describe)
DWI Arrests	36	15	0	15	0	0
Speeding Violations	509	370	0	0	0	0
HMV Violations	648	450	0	0	0	0
TOTAL HMV VIOLATIONS <small>(A total of the three above categories)</small>	1193	835	0	15	0	0
Seat Belt Violations	96	0	0	0	0	0
Child Restraint Violations	40	20	0	0	0	0
Number of Traffic Stops	2800	900	0	45	0	0
Number of Hours Worked	8760	550	0	70	0	0

Total number of crashes for grant contract period (October 1, 1999 – September 30, 2000):

Fatal 0Injury 18Property Damage 83Reporting Officer's Name: Captain Michael Adler

**HMV ENFORCEMENT/SOBRIETY CHECKPOINTS/BAT
VAN SUPPORT—CREVE COEUR**

PROJECT NUMBER: PT-02-35

PROGRAM AREA

Police Traffic Services

JURISDICTION SIZE

Creve Coeur—Population 17,000-18,000

TYPE OF JURISDICTION

Urban

TARGETED POPULATION(S)

All Drivers; Drinking Drivers

PROJECT CHARACTERISTICS

The volume of traffic in the City of Creve Coeur is in excess of 300,000 vehicles per day. The Traffic Grant Enforcement Projects noted in the Program Areas were designed to:

1. Provide extra manpower to enforce Hazardous Moving Violations;
2. Provide for extra manpower and equipment for Sobriety Checkpoints to enforce DWI violations; and
3. Provide extra manpower to staff a Breath Alcohol Testing (BAT) Van to assist Creve Coeur and surrounding police agencies with Sobriety Checkpoints.

PROBLEM IDENTIFICATION

The city of Creve Coeur ranked 27th in the state for alcohol related crashes, 18th for traffic crashes and 14th for personal injury crashes. There are five major roadways that pass through the city of Creve Coeur: I-270, Rt. 340 (Olive), Rt. 67 (Lindbergh), N. New Ballas Rd., and Ladue Rd. Normal staffing levels do not allow for selective enforcement at problem locations due to calls for service. To address traffic problems, additional manpower and equipment are needed. With overtime operations the department can more effectively assign saturation enforcement officers to traffic problem locations, and conduct specific alcohol enforcement projects to address the issue of drivers Driving While Intoxicated.

GOALS AND OBJECTIVES

1. To maintain and/or reduce traffic crashes and injuries on Rt. 340 (Olive) in Creve Coeur during peak accident periods.
2. To deter the intoxicated driver from driving;
3. To increase the number of individuals arrested for Driving While Intoxicated;
4. To increase the perception of being arrested for driving while intoxicated;
5. To increase public awareness of the dangers of driving while intoxicated;
6. To provide BAT Van staffing to assist agencies in enforcing DWI laws in Sobriety Checkpoints.

STRATEGIES & ACTIVITIES

- Sobriety Checkpoints were conducted utilizing on-duty and overtime officers. Educational materials in regard to DWI/Traffic Safety were distributed during the Sobriety Checkpoints.
- Hazardous Moving Violation Enforcement Projects were conducted monthly at specifically selected high accident locations on Rt. 340 (Olive), utilizing on-duty and overtime officers.
- Overtime officers were used to operate the BAT Van to assist other police departments in conducting successful Sobriety Checkpoints.

RESULTS

The projects conducted as stated above, assisted in reducing the number of injurious accidents over the previous year. Although the ranking for number of traffic crashes stayed the same, the ranking for the number of alcohol related traffic crashes dropped from 27th to 31st.

GRANT ENFORCEMENT ACTIVITIES ANNUAL REPORT

Project Number: 00-PT-02-35Year : 1999 / 2000Agency Name: Creve Coeur Police Department

	Entire Department	HMV Enforcement	Occupant Restraint Enforcement	DWI Enforcement	Youth Alcohol Enforcement	Other Project (Please Describe)
DWI Arrests	326	0				
Speeding Violations	2377	1				
HMV Violations	3519	240				
TOTAL HMV VIOLATIONS (A total of the three above categories)	6222	241				
Seat Belt Violations	485	17				
Child Restraint Violations	9	0				
Number of Traffic Stops		282				
Number of Hours Worked		81				

Total number of crashes for grant contract period (October 1, 1999 – September 30, 2000):

Fatal 0Injury 318Property Damage 1228Reporting Officer's Name: Sgt. James B. Kellogg #54

DWI ENFORCEMENT—DES PERES

PROJECT NUMBER: 00-PT-02-36

PROGRAM AREA
Police Traffic Services**JURISDICTION SIZE**
Population 10,000**TYPE OF JURISDICTION**
Suburban**TARGETED POPULATION(S)**
Driving drivers**PROJECT CHARACTERISTICS**

This project provided overtime funding for selective enforcement of driving while intoxicated violators.

PROBLEM IDENTIFICATION

The population of the City of Des Peres is less than 10,000, but it has an unusually high volume of traffic passing through. The city has one of the state's busiest intersections at Manchester and HWY 270. This traffic volume places a large burden on the small department.

GOALS AND OBJECTIVES

To increase the number of DWI arrests, thereby impacting alcohol-related crashes.

STRATEGIES & ACTIVITIES

The additional patrol utilized an unmarked car to enforce traffic during peak hours of 22:00 to 02:00 on weekends.

RESULTS

There were 17 additional DWI arrests made by the overtime enforcement patrols. A homicide within the city put additional strain on manpower, which meant they were unable to properly provide for additional DWI patrols during the month of September. Although unused funds remained in the project, the overtime funding that was utilized was successful.

There were 384 traffic accidents in the city during the grant period. Although there were no fatal crashes, 115 injury-related crashes did occur.

**GRANT ENFORCEMENT ACTIVITIES
ANNUAL REPORT**

Project Number: 00 PT 02 36Year: Oct 1999 to Sep 2000Agency Name: Des Peres DPS

	Entire Department	HMV Enforcement	Occupant Restraint Enforcement	DWI Enforcement	Youth Alcohol Enforcement	Other Project (Please Describe)
DWI Arrests	81			17		
Speeding Violations	1875			91		
HMV Violations	695			14		
TOTAL HMV VIOLATIONS <small>(A total of the three above categories)</small>	2651			122		
Seat Belt Violations	36					
Child Restraint Violations	2					
Number of Traffic Stops				229		
Number of Hours Worked				133.5		

Total number of crashes for grant contract period (October 1, 1999 – September 30, 2000):

Fatal 0Injury 115Property Damage 269Reporting Officer's Name Lt. Quinn

HMV & SPEED ENFORCEMENT - DESOTO

PROJECT NUMBER: PT-02-37

PROGRAM AREA

Police Traffic Services

JURISDICTION SIZE

City of DeSoto; 7,000 Population

TYPE OF JURISDICTION

Urban

TARGETED POPULATION(S)

All Drivers

PROJECT CHARACTERISTICS

To enforce motor vehicle traffic laws by having more law enforcement in the high crash areas within the city of desoto, thereby reducing the number of traffic accidents, injuries, and fatalities.

PROBLEM IDENTIFICATION

Jefferson County ranked 7th in Missouri for fatal and personal injury crashes for the reporting period of 1996 and 1998. It also ranked 4th in Missouri for speed-involved crashes for the same reporting period. The City of DeSoto ranked 93rd in the state and 4th in Jefferson County for fatal and personal injury crashes. DeSoto ranked 84th in the state and 4th in Jefferson County for speed-involved crashes.

GOALS AND OBJECTIVES

Goal: To reduce local traffic crashes and the severity of these crashes thereby impacting the overall statewide traffic crash death and injury rate.

Objectives:

- Increase occupant restraint usage, over baseline rate prior to start of contract, through enforcement (traffic arrests, citations, and written warnings).
- Decrease HMV violations at high accident locations through increased saturation enforcement (traffic arrests, citations, and written warnings) with special emphasis on speed and DWI.
- Increase traffic safety awareness through education, improved media relations, and partnerships.

STRATEGIES & ACTIVITIES

- Designated officers are assigned to work overtime hours in the high crash areas of the city
- Radar devices will be used, along with personal observations, to watch for hazardous moving violations

RESULTS

Citizens were made aware of traffic safety issues by receiving citations and written warnings for motor vehicle traffic violations within the high crash areas of DeSoto.

GRANT ENFORCEMENT ACTIVITIES ANNUAL REPORT

Project Number: 00-PT-02-37Year : FY 2000Agency Name: City of DeSoto Police Department

	Entire Department	HMV Enforcement	Occupant Restraint Enforcement	DWI Enforcement	Youth Alcohol Enforcement	Other Project (Please Describe)
DWI Arrests		0				
Speeding Violations		33				
HMV Violations		5				
TOTAL HMV VIOLATIONS <small>(A total of the three above categories)</small>		38				
Seat Belt Violations		0				
Child Restraint Violations		0				
Number of Traffic Stops		43				
Number of Hours Worked		33.5				

Total number of crashes for grant contract period (October 1, 1999 – September 30, 2000):
 FIGURES ARE FOR THE YEAR OF 1999. 2000 FIGURES ARE NOT AVAILABLE.

Fatal: 2Injury: 58Property Damage: 188Reporting Officer's Name: CPL. Dave Grawe

HAZARDOUS MOVING VIOLATIONS - ELLISVILLE

PROJECT NUMBER: 00-PT-02-38

PROGRAM AREA

Police Traffic Services

JURISDICTION SIZE

City of Ellisville Pop: 9,013

TYPE OF JURISDICTION

Small City

TARGETED POPULATION (S)

Aggressive Drivers, Hazardous Drivers

PROJECT CHARACTERISTICS

Officers were assigned to work these hours and to specifically look for motorists committing the offenses, which are causing or contributing to the traffic crashes. Officers working the grant did not answer other calls so that they could concentrate on the problems.

PROBLEM IDENTIFICATION

Ellisville, with a population of 9,013 is located in West St. Louis County. This area of the county has experienced unprecedented growth over the last fifteen years. Average daily traffic flow on Manchester Road (Mo. Route 100) has increased from 38,000 to over 50,000 in just the last three years due to the rapid population growth to the north, south, and west of the city. The number of traffic crashes occurring each year has increased. Most of the crashes occur between Tuesday and Saturday from Noon to 7:00 p.m. The main causes of these crashes are Failure to Yield, Inattention, and Following Too Close. This increase in crashes, along with additional calls for police, leaves less time for officers to conduct selective traffic enforcement activity.

GOALS AND OBJECTIVES

To reduce the number of traffic crashes and resulting injuries and fatalities at the 10 highest crash locations by an average of 7.0%.

STRATEGIES & ACTIVITIES

Assign officers to work overtime on selective traffic enforcement at the 10 highest crash locations during the times when the crashes tend to occur. Only officers who have a proven record of selective traffic enforcement activity are assigned to work the overtime hours related to this grant. Most of the enforcement activity will occur between Tuesday and Saturday with officers specifically searching for motorists committing the offenses contributing to traffic crashes.

RESULTS

There was a 1.1% drop in crashes for the time frame indicated. There were 1.1% fewer resulting injuries as well. Because the officers were able to concentrate their patrol in the specific areas of concern without having to leave the areas for other calls proved to help the situation. The marked patrol vehicle in the areas of concern for a longer and more concentrated time was a visual reminder to motorists.

**GRANT ENFORCEMENT ACTIVITIES
ANNUAL REPORT**

Project Number: 00-PT-02-38Year : 1999-2000Agency Name: Ellisville Police Department

	Entire Department	HMV Enforcement	Occupant Restraint Enforcement	DWI Enforcement	Youth Alcohol Enforcement	Other Project (Please Describe)
DWI Arrests		0				
Speeding Violations		0				
HMV Violations		67				
TOTAL HMV VIOLATIONS (A total of the three above categories)		67				
Seat Belt Violations		0				
Child Restraint Violations		0				
Number of Traffic Stops		67				
Number of Hours Worked		106				

Total number of crashes for grant contract period (October 1, 1999 – September 30, 2000):

Fatal 0 Injury 48 Property Damage 304Reporting Officer's Name Nancy Walker

HMV/DWI ENFORCEMENT—EUREKA

PROJECT NUMBER: PT-02-39

PROGRAM AREA

Police Traffic Services

JURISDICTION SIZE

City of Eureka Missouri - 7,200

TYPE OF JURISDICTION

Urban

TARGETED POPULATION(S)

Local traffic and young drivers

PROJECT CHARACTERISTICS

This project provided overtime funding to enforce speeding and hazardous moving violations during the peak accident times as identified by the Missouri State Highway Patrol.

PROBLEM IDENTIFICATION

The City of Eureka is a rapidly growing community located near the eastern side of the state along I-44. Motor vehicle crashes have increased 10.2% between 1997 and 1998. Eureka, Missouri was ranked 59th in the state for total amount of traffic crashes in 1998 and 52nd in the state for fatal and personal injury crashes; 48% of all crashes were caused by inattention.

GOALS AND OBJECTIVES

To reduce local traffic crashes and severity of these crashes thereby impacting the overall statewide traffic crash death and injury rate, while increasing seatbelt use, decrease HMV violations at high accident locations.

STRATEGIES & ACTIVITIES

- Assign officers to work selective traffic enforcement at high accident locations during peak times
- Utilize Eureka police officers to make presentations in area schools (including driver education classes at Eureka Senior High) concerning occupant restraint use and inattention while driving
- Provide public relations booths at Spirit Rallies, Football games, community fair and Wal-Mart

RESULTS

The goal of a reduction in traffic crashes and a decrease in fatalities did not occur. Due to heavy congestion on Interstate 44-westbound when Six Flags Amusement Park loads visitors in the mornings, more crashes occurred that were attributable to inattention.

The department was unable to attend the required 16-hour gaze nystagmus instructor class. Consequently, they could not perform the DWI Patrol Portion of the project.

GRANT ENFORCEMENT ACTIVITIES ANNUAL REPORT

Project Number: 00-PT-02-39Year : 1999-2000Agency Name: Eureka Police Department

	Entire Department	HMV Enforcement	Occupant Restraint Enforcement	DWI Enforcement	Youth Alcohol Enforcement	Other Project (Please Describe)
DWI Arrests	49					
Speeding Violations	671	256	7			
HMV Violations	158	35				
TOTAL HMV VIOLATIONS <small>(A total of the three above categories)</small>	808	295				
Seat Belt Violations	11	1				
Child Restraint Violations	7	7				
Number of Traffic Stops		368				
Number of Hours Worked		149.5				

Total number of crashes for grant contract period (October 1, 1999 – September 30, 2000):

Fatal 2Injury 132Property Damage 354

Reporting Officer's Name _____

HMV ENFORCEMENT—FARMINGTON

PROJECT NUMBER: PT-02-40

PROGRAM AREA

Police Traffic Services

JURISDICTION SIZE**TYPE OF JURISDICTION**

Rural

TARGETED POPULATION(S)

All drivers

PROJECT CHARACTERISTICS

This project provided overtime funding to enforce hazardous moving violations in targeted locations throughout the City of Farmington.

PROBLEM IDENTIFICATION

With traffic crashes increasing approximately 10% each year for the last ten years, attention was given in high crash areas in an effort to reduce the number of crashes.

GOALS AND OBJECTIVES

Reduce the traffic accident ratio of the previous year's 10% total.

STRATEGIES & ACTIVITIES

Officers were assigned to work 5-hour shifts in areas of high occurrences of accidents, DWI violations, as well as other hazardous moving violations. Officers worked 10 hours a week at different times throughout the year.

RESULTS

Through the use of this traffic grant, the department successfully diminished the previous year's 10% traffic crash increase to only a 6.1% increase for the grant year—equating to a 3.9% decrease.

**GRANT ENFORCEMENT ACTIVITIES
ANNUAL REPORT**

Project Number: PT-02-40Year: 2000Agency Name: Farmington Police Dept.

	Entire Department	HMV Enforcement	Occupant Restraint Enforcement	DWI Enforcement	Youth Alcohol Enforcement	Other Project (Please Describe)
DWI Arrests	45			1		
Speeding Violations	431	619				
HMV Violations	209	48				
TOTAL HMV VIOLATIONS <small>(A total of the three above categories)</small>	676	668				
Seat Belt Violations	32		99			
Child Restraint Violations	16		9			
Number of Traffic Stops	822					
Number of Hours Worked		240				

Total number of crashes for grant contract period (October 1, 1999 – September 30, 2000):

Fatal 0 Injury90 Property Damage599Reporting Officer's Name Corporal Larry Lacey

HMV ENFORCEMENT—FERGUSON

PROJECT NUMBER: PT-02-41

PROGRAM AREA

Police Traffic Services

JURISDICTION SIZE

Ferguson: Population 22,000

TYPE OF JURISDICTION

Urban

TARGETED POPULATION(S)

All Drivers

PROJECT CHARACTERISTICS

This project provided overtime funding to enforce hazardous moving violations. The City of Ferguson participated in local partnership (I-270 Enforcement Group) consisting of four adjoining communities. The I-270 Enforcement Group attempted to bring their resources together to achieve cohesiveness and greater effectiveness in addressing traffic safety issues and reducing traffic crashes.

PROBLEM IDENTIFICATION

The City of Ferguson, population 22,000, is 6.3 square miles. Interstates 270, 70, and 170 encircle the community. During 1996-1998, Ferguson ranked 40th among 322 cities with 462 personal injury crashes. The contributing circumstances of these crashes were speed, improper lane usage, alcohol, failure to yield, and inattention.

GOALS AND OBJECTIVES

- Decrease HMV violations at high accident locations through increased saturation enforcement (traffic arrests, citations, and written warnings) with special emphasis on speed and DWI
- Increase occupant restraint usage, over baseline rate prior to the start of contract, through enforcement (traffic arrest, citations, and written warnings)
- Increase awareness of traffic safety issues through education, improved media relations, and partnership

STRATEGIES & ACTIVITIES

- Conduct saturation enforcement in adjoining communities at target locations utilizing Laser, moving & stationary radar units, to address aggressive driving behavior and impact occupant restraint usage
- Participate in the information exchange during the Law Enforcement Traffic Safety Advisory Council (LETSAC) general meetings
- Participate in Operation Impact and the Ferguson-Florissant School District Safety Fair to promote Driver Safety, Occupant Protection, and Children in Safety Seats

RESULTS

During this period City of Ferguson experienced an increase in accident frequency (1.6%) and a reduction of personal injuries (30.0%).

**GRANT ENFORCEMENT ACTIVITIES
ANNUAL REPORT**

Project Number: 00-PT-02-41Year :1999-2000Agency Name: Ferguson Police Department

	Entire Department	HMV Enforcement	Occupant Restraint Enforcement	DWI Enforcement	Youth Alcohol Enforcement	Other Project (Please Describe)
DWI Arrests	41	3				
Speeding Violations	1977	639				
HMV Violations	2752	419				
TOTAL HMV VIOLATIONS <small>(A total of the three above categories)</small>	4770	1071				
Seat Belt Violations	857	89				
Child Restraint Violations	90	12				
Number of Traffic Stops		337				
Number of Hours Worked		157.5				

Total number of crashes for grant contract period (October 1, 1999 – September 30, 2000):

Fatal 0Injury 33Property Damage 109Reporting Officer's Name: P.O.Bill Lodderhose

HMV/DWI ENFORCEMENT—FLORISSANT

PROJECT NUMBER: PT-02-42

PROGRAM AREA

Police Traffic Services

JURISDICTION SIZE

51,000

TYPE OF JURISDICTION

Urban

TARGETED POPULATION(S)

All drivers; drinking & aggressive drivers

PROJECT CHARACTERISTICS

This project provided overtime funding to conduct hazardous moving violation enforcement.

PROBLEM IDENTIFICATION

Specific traffic hazards are:

- Turn violations along major state highways
- Aggressive & speeding drivers on Interstate 270
- Drinking drivers on Highway 67

GOALS AND OBJECTIVES

To reduce traffic crashes and their severity on I-270 and Highway 67

STRATEGIES & ACTIVITIES

- Work with neighboring department to reduce violations on I-270
- Conduct DWI checkpoints and targeted DWI enforcement on North Highway 67

RESULTS

Injury accidents dropped on I-270; North Highway 67 accidents dropped 1%; little change was noted in the DWI area.

**GRANT ENFORCEMENT ACTIVITIES
ANNUAL REPORT**

Project Number: 00-PT-02-42Year : 1999-2000Agency Name: Florissant Police Department

	Entire Department	HMV Enforcement	Occupant Restraint Enforcement	DWI Enforcement	Youth Alcohol Enforcement	Other Project (Please Describe)
DWI Arrests	96			20		
Speeding Violations	2,746	72	1			
HMV Violations	1,984	119	12	6		
TOTAL HMV VIOLATIONS <small>(A total of the three above categories)</small>	4,827	191	13	26		
Seat Belt Violations	1,481	28	138			
Child Restraint Violations	40					
Number of Traffic Stops		218	120			
Number of Hours Worked		128.5				

Total number of crashes for grant contract period (October 1, 1999 – September 30, 2000):

Fatal 0 Injury 585 Property Damage 1,761Reporting Officer's Name Lt. Jack House

HMV/SOBRIETY CHECKPOINT—GLADSTONE

PROJECT NUMBER: PT-02-45

PROGRAM AREA

Police Traffic Services

JURISDICTION SIZE

City of Gladstone: Approximately 28,000

TYPE OF JURISDICTION

Urban

TARGETED POPULATION(S)

All Drivers

PROJECT CHARACTERISTICS

This project provided overtime funding to enforce hazardous moving violations and conduct sobriety checkpoints. Equipment allowance was also provided to purchase radar equipment to enhance speed enforcement.

PROBLEM IDENTIFICATION

The need to increase enforcement in the area of seat belt and child restraint violations is necessary to reduce the potential for personal injury and fatality crashes.

The need to increase speed violation enforcement is necessary to reduce the potential for personal injury and fatality crashes.

Gladstone was ranked 33rd in the state for alcohol involved traffic crashes. These statistics show that there still exists a problem with intoxicated drivers.

GOALS AND OBJECTIVES

Goal: To reduce local traffic crashes and the severity of these crashes thereby impacting the overall statewide traffic crash death and injury rate.

Objectives:

- Increase occupant restraint usage, over baseline rate prior to start of contract, through enforcement (traffic arrests, citations and written warnings).
- Decrease HMV violations at high accident locations through increased saturation enforcement (traffic arrests, citations and written warnings) with special emphasis on speed and DWI.
- Increase awareness of traffic safety issues through education, improved media relations, and partnerships.

STRATEGIES & ACTIVITIES

Occupant Protection surveys were completed and enforcement was conducted in specific areas within Gladstone, and a Media Release was done.

Speed enforcement was conducted from October 1999 through February 2000 in the high crash areas within the City

A total of 5 sobriety checkpoints were conducted at selected locations within the City of Gladstone. N. Bellevue & Vivion rd, 77NE 72nd, 5959 N. Antioch, N. Bellevue & Vivion rd. and 77NE 72nd.

RESULTS

Occupant Protection I felt was not successful as far as having Officers work this particular grant we had problems getting the surveys completed and the hours covered. This department used a total of \$120.55 out of \$2,500.00. I feel that this is a very good program and I hope it continues.

Speed Enforcement was a success we started on this grant in Oct. 1999 and completed it in Feb. 2000. This department used a total of \$3,992.70 out of \$4,000.00.

Sobriety Checkpoints were also a great success we conducted five checkpoints and had high arrest rates and prevented several drunken subjects from trying to operate their vehicles and I feel possibly saved some lives and personal injuries. This department used \$2,500.00 out of \$2,500.00

Radar Allowance This department used \$2,000.00 out of \$3,000.00 for the purchase of two new Dual Stalker SL Radar units for the Motorcycles.

**GRANT ENFORCEMENT ACTIVITIES
ANNUAL REPORT**

Project Number: 00-PT-02-45Year : 1999-2000Agency Name: Gladstone Public Safety Department

	Entire Department	HMV Enforcement	Occupant Restraint Enforcement	DWI Enforcement	Youth Alcohol Enforcement	Other Project (Please Describe)
DWI Arrests	83			14		0
Speeding Violations	1,928		1			325
HMV Violations	252					6
TOTAL HMV VIOLATIONS (A total of the three above categories)	2,262		1	14		331
Seat Belt Violations	210		14			8
Child Restraint Violations	19					0
Number of Traffic Stops			15	1,887		375
Number of Hours Worked			5	29		134.5

Total number of crashes for grant contract period (October 1, 1999 – September 30, 2000):

Fatal 0Injury 176Property Damage 758

Reporting Officer's Name _____

SOBRIETY CHECKPOINT—GRAIN VALLEY

PROJECT NUMBER: PT-02-46

PROGRAM AREA

Police Traffic Services

JURISDICTION SIZE

Grain Valley, Population approximately 6,000

TYPE OF JURISDICTION

Municipality

TARGETED POPULATION (S)

Drinking Drivers

PROJECT CHARACTERISTICS

The Sobriety Checkpoint project was designed to target intoxicated drivers in the City of Grain Valley. Along with increased enforcement of the drunk driving violations, the project was also designed to increase public education and awareness. The focus was on safe driving habits with special attention given to seat belt and child safety seat education.

PROBLEM IDENTIFICATION

Grain Valley is located on the west side of the state along I-70 in Jackson County. Grain Valley has a full-time population of approximately 6,000, which has doubled over the last three years. The increase is due to an influx of neighborhoods and small businesses. Along with the population growth has come a 67% increase in traffic crashes from 1995 to 1998 (Grain Valley 1998 annual crime report). In 1998, the State Highway Patrol Statistical Analysis Center ranked Grain Valley 108 out of 315 cities for speed-related crashes, 114 out of 295 cities for alcohol-related crashes, and 137 out of 322 for overall crashes. Of the alcohol-related crashes, only 1% involved drivers under 21 years of age. Most of the alcohol-related crashes occurred between 8:00 p.m. and 3:30 a.m. Thursday through Sunday. According to the 1998 annual crime report issued by the City, there has been over a 1000% increase in drunk driving arrests from 1996 to 1998.

GOALS AND OBJECTIVES

Goal: To reduce local traffic crashes and the severity of these crashes thereby impacting the overall statewide traffic crash death and injury rate.

Objectives: 1) Increase occupant restraint usage, over baseline rate prior to start of contract, through enforcement (traffic arrests, citations, and written warnings); 2) Decrease HMV violations at high accident locations through increased saturation enforcement (traffic arrests, citations and written warnings) with special emphasis on speed and DWI; and 3) Increase awareness of traffic safety issues through education, improved media relations, and partnerships.

STRATEGIES & ACTIVITIES

Sobriety checkpoints were conducted in areas of high alcohol-related arrests and crashes between the hours of 10 p.m. and 3 a.m. Overtime officers were assigned to work five checkpoints during the year. Checkpoints were conducted per MDHS standards and were overseen by a certified sobriety checkpoint supervisor. Officers made line contact with motorists and actively screened them for any signs of alcohol use. Enforcement efforts were documented on MDHS report forms.

RESULTS

Overall the Sobriety Checkpoint project was successful. Checkpoints were conducted on five different occasions with each resulting in several DWI arrests and various other offenses. Community awareness and prevention was achieved as demonstrated by the overall percentage of arrests per vehicles checked decreasing from 9% at the first checkpoint to 5% at the last.

Police Department awareness also increased. The number of Minor in Possession and Zero Tolerance arrests was higher than expected by the Department. This increased awareness of underage drinking has provided opportunity for education in the community and schools. They will be working more closely with the school district to provide education to students about the adversities of alcohol and drugs and also to provide positive alternatives.

**GRANT ENFORCEMENT ACTIVITIES
ANNUAL REPORT**

Project Number: 00-PT-02-46Year : 1999-2000Agency Name: Grain Valley Police Department

	Entire Department	HMV Enforcement	Occupant Restraint Enforcement	DWI Enforcement	Youth Alcohol Enforcement	Other Project (Please Describe)
DWI Arrests	111			27		
Speeding Violations	484					
HMV Violations	247			14		
TOTAL HMV VIOLATIONS <small>(A total of the three above categories)</small>	842			41		
Seat Belt Violations	6			0		
Child Restraint Violations	26			0		
Number of Traffic Stops				1696		
Number of Hours Worked				128.5		

Total number of crashes for grant contract period (October 1, 1999 – September 30, 2000):

Fatal 0 Injury 16 Property Damage 130Reporting Officer's Name Cathy Cox

HMV/SPEED/DWI ENFORCEMENT—HANNIBAL

PROJECT NUMBER: PT-02-47

PROGRAM AREA

Police Traffic Services

JURISDICTION SIZE

Hannibal—Population 18,004

TYPE OF JURISDICTION

Urban, municipal jurisdiction

TARGETED POPULATION(S)

All Drivers

PROJECT CHARACTERISTICS

This project was designed to utilize overtime manpower to effectively reduce the number of HMV, speed, and DWI traffic crashes within the city limits of Hannibal. The statistics revealed a high number of traffic crashes located along a major state highway (US 61), particularly where it is intersects with US 36. These highways suffer from congestion of passenger vehicles and semi-tractor transports.

PROBLEM IDENTIFICATION

During the fiscal years of 1996 through 1998, Hannibal ranked 26 in the State for traffic crashes, 26.5 for speed-involved crashes, and 18 for alcohol-related crashes. Due to the large number of traffic crashes, there was a need to conduct traffic enforcement of HMV's, speeding and DWI in an attempt to reduce traffic crashes caused by these violations.

GOALS AND OBJECTIVES

Goal: To reduce the number of traffic crashes in Hannibal (utilizing statistical data comparison of the grant year to the previous year).

Objective: Increased motorist awareness through saturated enforcement. The high visibility of enforcement officers in the selected areas along with media articles announcing the goals of the enforcement provides a deterrent for motorists to drive more safely.

STRATEGIES & ACTIVITIES

The department's MOTIS statistical data revealed specific locations within the city along with targeted days of the week and times of the day where traffic crashes were highest. Overtime schedules were prepared in four-hour blocks in accordance with crash data. Selected officers conducted traffic enforcement in one of the three program areas according to which project was scheduled during those specific blocks. Officers were instructed to attempt to make a minimum of three contacts per hour to result in a citation/warning issued. Officers were also encouraged to write secondary citations/warnings such as seatbelt, child restraint, open liquor, warrants, etc.

RESULTS

During the grant period, traffic crashes attributable to HMV and speeding were reduced, on or near the US 61 and US 36 off-ramps, by 28%. Crashes were reduced from 222 in '98-'99 to 160 in the '99-'00 period. Within Hannibal City limits, there was an 11% total crash reduction.

There was, unfortunately, an increase in vehicle crashes involving alcohol or drug impairment. In the '98-'99 period, there were 35 crashes with impaired drivers, as opposed to 43 in the '99-'00 period (an increase of 19%). However, the total number of DWI arrests increased from 117 in the '98-'99 period to 133 DWI arrests in the '99-'00 period. The problem the Hannibal Police Department has had in the past with DWI enforcement is the inability to collect data identifying specific high crash areas involving impaired drivers. To date, these crashes have no specific pattern and are sporadic in terms of their locations. Roving DWI enforcement was not as productive as was anticipated.

GRANT ENFORCEMENT ACTIVITIES ANNUAL REPORT

Project Number: 00-PT-02-47Year: 1999-2000Agency Name: Hannibal Police Department

	Entire Department	HMV Enforcement	Occupant Restraint Enforcement	DWI Enforcement	Youth Alcohol Enforcement	Other Project (Please Describe)
DWI Arrests	160	4	0	4		
Speeding Violations	1,446	485	0	20		
HMV Violations	933	82	1	10		
TOTAL HMV VIOLATIONS <small>(A total of the three above categories)</small>	2,539	571	1	34		
Seat Belt Violations	178	21	22	2		
Child Restraint Violations	28	11	3	1		
Number of Traffic Stops		898	27	71		
Number of Hours Worked		575.75	10	110		

Total number of crashes for grant contract period (October 1, 1999 – September 30, 2000):

Fatal 1Injury 124Property Damage 587Reporting Officer's Name Sgt. Michael Spurgeon

HMV ENFORCEMENT/SOBRIETY CHECKPOINTS

HAZELWOOD

PROJECT NUMBER: PT-02-48

PROGRAM AREA

Police Traffic Services

JURISDICTION SIZE

Population: 26,829

TYPE OF JURISDICTION

Urban

TARGETED POPULATION(S)

All drivers

PROJECT CHARACTERISTICS

The Hazelwood Police Department participated in the I-270 enforcement group consisting of the cities of Florissant, Ferguson, Bellefontaine Neighbors and Hazelwood. This project provided overtime funding to enforce HMVs during high crash times on I-270 and to conduct sobriety checkpoints.

PROBLEM IDENTIFICATION

The Cities of Hazelwood, Florissant, Ferguson and Bellefontaine Neighbors all have documented escalation in the number of serious traffic crashes on Interstate 270. These four departments have joined together for a cooperative enforcement partnership to combat this rise in serious traffic crashes. By working together with full enforcement powers in all four jurisdictions and targeting high crash dates/times, officers from all of the jurisdictions can work together enforcing hazardous moving violations. Additionally, the City of Hazelwood continues to see an increase in alcohol related crashes.

GOALS AND OBJECTIVES

- Increase occupant restraint usage, over baseline rate prior to start of contract, through enforcement (traffic arrest, citations and written warnings).
- Decrease Hazardous Moving Violations at high accident locations through increase saturation enforcement (traffic arrests, citations and written warnings) with emphasis on speed and DWI.
- Increase awareness of traffic safety issues through education, media relations and partnerships.

STRATEGIES & ACTIVITIES

HMV: The Hazelwood Police Department worked in cooperation with Florissant, Ferguson and Bellefontaine Neighbors Police Departments to conduct HMV enforcement throughout all four jurisdictions four times per month. Officers from all departments work 4 hours of overtime devoted to high crash locations on the interstate. Officers cited or warned motorists committing speed or serious moving violations in an effort to reduce the number and seriousness of traffic accidents on I-270.

DWI: The Hazelwood Police Department conducted 5 sobriety checkpoints at high DWI locations. Through education, media coverage and enforcement, alcohol-impaired driving was discouraged.

RESULTS

During the grant period, the total number of crashes on I-270 rose approximately 20%--similar to previous years' trends. However, the severity of accidents has been greatly diminished. The number of accidents with personal injuries has dropped 33% and fatalities dropped from 3 to 1.

The prevention impact of the sobriety checkpoints is ongoing. The possible threat of a DWI continues to keep drunk drivers off the road on Fridays and Saturdays. The occurrence of only 1-2 DWI arrests per checkpoint highlights the fact that drunks do not go through them because of advertisement and historical experiences. However, many additional arrests resulted for drug offenses, unlawful use of weapons, dangerous fugitive apprehensions and numerous other traffic-related offenses.

There were numerous obstacles to the success of the project: 1) A large number of on-duty injuries (18 in the past year), prohibited the assigned officers from working the I-270 HMV overtime enforcement; 2) Inclement weather caused sobriety checkpoints scheduled in May and July to be moved back into June and September; 3) Computer-generated statistics on high accident locations were not available in a timely fashion in the beginning of the grant. All of these problems were overcome eventually.

GRANT ENFORCEMENT ACTIVITIES ANNUAL REPORT

Project Number: 00-PT-02-48Year : 1999-2000Agency Name: HAZELWOOD POLICE DEPARTMENT

	Entire Department	HMV Enforcement	Occupant Restraint Enforcement	DWI Enforcement	Youth Alcohol Enforcement	Other Project (Please Describe)
DWI Arrests	75	0	0	7	0	0
Speeding Violations	1479	99	0	0	0	0
HMV Violations	1296	108	0	0	0	0
TOTAL HMV VIOLATIONS (A total of the three above categories)	2850	207	0	7	0	0
Seat Belt Violations	67	29	0	0	0	0
Child Restraint Violations	26	1	0	0	0	0
Number of Traffic Stops		218	0	2572	0	0
Number of Hours Worked		112	0	27	0	0

Total number of crashes for grant contract period (October 1, 1999 – September 30, 2000):

Fatal 1Injury 266Property Damage 702Reporting Officer's Name Captain Henry M. Mansker

**HMV, SPEED, DWI, YOUTH ALCOHOL, RED LIGHT
RUNNING, & AGGRESSIVE DRIVING ENFORCEMENT;
SOBRIETY CHECKPOINTS—INDEPENDENCE**

PROJECT NUMBER: PT-02-49

PROGRAM AREA

Police Traffic Services

JURISDICTION SIZE

Population 115,000

TYPE OF JURISDICTION

Urban, suburban: 622 road miles
Interstate: 7 miles

TARGETED POPULATION(S)

All drivers; young drivers; drinking/drugged drivers; aggressive drivers

PROJECT CHARACTERISTICS

This project provided funding for overtime enforcement in high accident areas where the causes of the crashes have been HMVs, drunk driving (adult and youth), and aggressive driving.

PROBLEM IDENTIFICATION

Independence experiences approximately 3,800 traffic crashes per year, which injure approximately 1,700 people. Of those, about 250 crashes are related to drunk drivers. Noland Road experiences an inordinate amount of youth alcohol offenders, which directly contributes to teenage drinking and driving. Aggressive driving is on the rise and has contributed to at least one death in Independence.

GOALS AND OBJECTIVES

To reduce the number and severity of the traffic crashes occurring in the targeted areas.

STRATEGIES & ACTIVITIES

- Assign enforcement details to high accident areas where HMV/Speed violations are prevalent.
- Schedule high visibility enforcement details along Noland Road throughout the summer to curb underage drinking/driving and enforce Zero Tolerance Law.
- Conduct 9 funded and 2 non-funded Sobriety Checkpoints
- Conduct structured team enforcement targeting red light runners
- Participate in the Aggressive Driving Campaign sponsored by the Missouri State Highway Patrol

RESULTS

DWI Arrests: 239

Remaining numbers are listed on the following Enforcement Activity Report. While results are not easily measured on new programs in the first year, the Department feels they are successful in the reduction of DWI-related crashes from 269 in the previous year to 202 this year. Injury crashes have been reduced by 10%. Fatalities have increased, but they have not occurred in the same locations, and their causes have varied.

GRANT ENFORCEMENT ACTIVITIES ANNUAL REPORT

Project Number: 00-PT-02-49Year: 1999/2000Agency Name: Independence Police

Entire Department	HMV Enforcement	Red light Aggressive Driving	DWI Enforcement	Youth Alcohol Enforcement	Other Project Speed <small>(Please Describe)</small>
DWI Arrests	Not Available	18	20	160	36
Speeding Violations	Not Available	679	45	206	59
HMV Violations	Not Available	473	223	264	208
TOTAL HMV VIOLATIONS <small>(A total of the three above categories)</small>	Not Available	1170	288	630	303
Seat Belt Violations	Not Available	210	59	73	20
Child Restraint Violations	Not Available	11	0	0	0
Number of Traffic Stops		1324	624	1643	467
Number of Hours Worked		485	258	856	207
					528

Total number of crashes for grant contract period (October 1, 1999 – September 30, 2000):

Fatal: 21 Injury: 1340 Property Damage: 2689

Reporting Officer's Name: Sergeant John Passiglia

HAZARDOUS MOVING VIOLATIONS ENFORCEMENT
& WORKFORCE INITIATIVE—JEFFERSON CITY

PROJECT NUMBER: PT-02-52

PROGRAM AREA

Police Traffic Services

TYPE OF JURISDICTION

Municipal

JURISDICTION SIZE

City of Jefferson, Population 40,000

TARGETED POPULATION (S)

Drinking and aggressive drivers

PROJECT CHARACTERISTICS

The project provided overtime funding for enforcement of driving while intoxicated and other hazardous moving violations, and to conduct traffic safety awareness class for local business and groups. Media was used to focus public attention on traffic safety issues.

PROBLEM IDENTIFICATION

Heavy traffic areas were identified and targeted for saturation enforcement. It was also felt that in conjunction with traffic enforcement, public awareness (through employer-sponsored traffic safety classes and media exposure) would strengthen the message.

GOALS AND OBJECTIVES

GOAL: To reduce the number of traffic crashes and their severity through increased enforcement of hazardous moving violations and seat belt/child restraint violations and through increased education.

STRATEGIES & ACTIVITIES

1. Assign officers to a roving DWI saturation patrol during which they will proactively enforce DWI laws along with HMV and seatbelt/child restraint laws. Target high traffic areas and those with a large number of injury accidents. Encourage officers to issue multiple citations if warranted.
2. Lead media campaign promoting public awareness through frequent media advisories/updates
3. Coordinate efforts with Operation ABC, Sober Chauffeur and Buckle Up America
4. Focus traffic safety education on seatbelt use, driving while intoxicated and defensive driving.

RESULTS

Officers focused on high traffic problem areas and targeted unique problems at each site. Through their efforts and the general motoring public being made aware of the enforcement areas, injury accidents were reduced by 14.5% below figures last year. Property damage accidents fell 11.3%. While saturation details were conducted throughout the year some notable points also included:
October: Due to a rash of serious accidents near the U.S. 50/63/54 interchange, saturation enforcement efforts were conducted.

November: The program was initiated and publicized in conjunction with the national media coverage given to the Buckle Up campaign. Literature racks were purchased to display traffic safety brochures.

December: Media coverage was heightened and included a full four-hour block on a well listened to FM radio station. The program stressed the local Sober Chauffeur program and seatbelt/child restraint use. This program gives persons—without a designated driver—a free taxi ride home from parties or bars during the Christmas/New Year holidays.

February: The detailed officers targeted the U.S. Business 50 area focusing on improper lane use of the turn lane. Also targeted were other major accident intersections.

March: In addition to saturation patrols, 3 traffic safety classes were held in March. Home health care professionals were targeted because they have to drive to client's homes throughout the area.

July: Several enforcement details were assigned for the July 4th holiday traffic increase.

While prevention is a very difficult thing to measure, it is felt the enforcement effort reduced the number and seriousness of motor vehicle accidents.

**GRANT ENFORCEMENT ACTIVITIES
ANNUAL REPORT**

Project Number: 00-PT-02-52

Year: 1999-2000

Agency Name: Jefferson City Police Department

	Entire Department	HMV Enforcement	Occupant Restraint Enforcement	DWI Enforcement	Youth Alcohol Enforcement	Other Project (Please Describe)
DWI Arrests	128	0		12		
Speeding Violations	1727	238		124		
HMV Violations	1130	57		24		
TOTAL HMV VIOLATIONS <small>(A total of the three above categories)</small>	2985	295		160		
Seat Belt Violations	120	40		14		
Child Restraint Violations	35	5		1		
Number of Traffic Stops		472		329		
Number of Hours Worked		221		236		

Total number of crashes for grant contract period (October 1, 1999 - September 30, 2000):

Fatal 3 Injury 396 Property Damage 1634

Reporting Officer's Name Sgt. Dave Williams

HMV ENFORCEMENT/SOBRIETY CHECKPOINT
JEFFERSON COUNTY
PROJECT NUMBER: PT-02-53

PROGRAM AREA

Police Traffic Services

JURISDICTION SIZE

Jefferson County-200,000

TYPE OF JURISDICTION

Suburban/Rural

TARGETED POPULATION (S)

All Drivers

PROJECT CHARACTERISTICS

This project provided overtime funding to conduct saturation enforcement of hazardous moving violations and to conduct sobriety checkpoints.

PROBLEM IDENTIFICATION

Jefferson county, over a three year period, ranks 4th in speed involved crashes, ranks 5th in under-aged drinking drivers and ranks 7th overall in traffic crashes.

GOALS AND OBJECTIVES

Goal: To reduce the number and severity of traffic crashes attributable to alcohol and HMV violations

Objectives:

- Increase occupant restraint usage through enforcement
- Decrease HMV violations at high accident locations through increased saturation enforcement with special emphasis on speed and DWI
- Increase awareness of traffic safety issues through education, safety fairs, media, schools and partnerships

STRATEGIES & ACTIVITIES

Strategies included statistical study of crash locations, study of DWI arrest locations and traffic complaints made by citizens. Enforcement was then directed to these areas by time of day, and day of week. Sobriety checkpoints, DWI wolf packs and speed enforcement were used to deter HMV and DWI violations in the problem areas. Media relations proved to be fantastic in detailing a clear picture of traffic issues facing the citizens of Jefferson County.

RESULTS

Data is unavailable to give a complete analysis. For the first six months, 844 crashes were worked with an 84% seat belt usage rate. Of those, 121 (14%) involved speed and 28 (3%) involved a drinking or drugged driver. Both speed and alcohol-related crashes appear to be on a downward trend compared to 1999.

A total of 5 checkpoints were conducted (the same as in 1999) where 60 drivers were arrested for DWI (compared to 31 arrests in 1999). The only difference was a multi-agency checkpoint with 21 arrests. Partnerships with police agencies, schools, MADD, county and state highway departments, prosecuting attorney, and others, have continued to develop.

The project was hampered by the lack of manpower, mostly due to other operations, but also a 20% vacancy in the Enforcement Division.

GRANT ENFORCEMENT ACTIVITIES ANNUAL REPORT

Project Number: 00-PT-02-53Year: 1999-2000Agency Name: Jefferson County Sheriff's Department

	Entire Department	HMV Enforcement	Occupant Restraint Enforcement	DWI Enforcement	Youth Alcohol Enforcement	Other Project (Please Describe)
DWI Arrests	277			103		0
Speeding Violations	1531			112		447
HMV Violations	1645			138		43
TOTAL HMV VIOLATIONS <small>(A total of the three above categories)</small>	3453			353		490
Seat Belt Violations	344			27		62
Child Restraint Violations	41			2		7
Number of Traffic Stops				956		1042
Number of Hours Worked				719		467

Total number of crashes for grant contract period (October 1, 1999 - September 30, 2000):

Fatal 0* Injury 175* Property Damage 669*Reporting Officer's Name Lt. Chris Pigg

* Indicates Incomplete Data

SOBRIETY CHECKPOINT - JENNINGS

PROJECT NUMBER: PT-02-54

PROGRAM AREA

Police Traffic Services

JURISDICTION SIZE

Population 16,000

TYPE OF JURISDICTION

Urban

TARGETED POPULATION (S)

All Drivers

PROJECT CHARACTERISTICS

This project allowed for DWI Enforcement using overtime manpower to conduct sobriety checkpoints at various locations within the City of Jennings. This project was designed to lower the number of drinking drivers on the road during peak hours.

PROBLEM IDENTIFICATION

This project addressed the problem of the high number of drinking drivers and the increasing amount of alcohol-related crashes occurring in Jennings, MO during mid-week and weekend late night hours. Also addressed was the non-use of safety belts and child restraints by these drivers.

GOALS AND OBJECTIVES

Goal: To decrease the number of alcohol-related crashes by a minimum of 20% by June, 2000

Objectives:

- To remove intoxicated drivers from the roadways
- To increase public awareness to combat alcohol-related crashes
- To increase safety belt and child restraint usage from 70% to 80% by June, 2000

STRATEGIES & ACTIVITIES

A total of 5 sobriety checkpoints were conducted, mainly on Friday or Saturday evenings between the hours of 10 p.m. and 3 a.m. at various locations throughout the City of Jennings utilizing officers specially trained in DWI Detection and Standardized Field Sobriety Testing. Those officers screened random drivers for signs of intoxication, safety belt usage, and other hazardous violations. Results of each checkpoint were also documented for future statistical review.

RESULTS

During this project, 674 vehicles were stopped resulting in 9 DWI arrests and 3 drug arrests. Of those vehicles stopped, 49 drivers underwent field sobriety testing. There were 65 citations issued for other violations. Each checkpoint was publicized which helped raised public awareness regarding the DWI problem. Strict seat belt enforcement was conducted for every vehicle stopped.

There have been no alcohol-related crashes during the peak hours in those areas where the checkpoints were conducted since the completion of the project.

HMV ENFORCEMENT—JOPLIN PD

PROJECT NUMBER: PT-02-55

PROGRAM AREA(S)

HMV Enforcement

TYPE OF JURISDICTION

Urban

JURISDICTION SIZE

Our city resident population is 45,000
With a daytime population of 235,000.

TARGETED POPULATION(S)

All motorists traveling through Joplin

PROJECT CHARACTERISTICS

The intent of this project was to help reduce injury and property damage crashes through overtime enforcement efforts. These enforcement actions targeted hazardous moving violations and seat belt/child restraint violations. The efforts targeted both residents and transient motorists passing through the city.

PROBLEM IDENTIFICATION

Joplin ranked 8th in traffic crashes throughout the state of Missouri. Joplin sits at a major crossroad of Interstate 44 and US 71 Highway. The city serves as a shopping/restaurant hub for the area. Range Line Road was identified as a high crash area.

GOALS AND OBJECTIVES

To reduce the number of crashes on Range Line Road that are caused by failing to yield, following too close, and traffic signal violations.

STRATEGIES & ACTIVITIES

The strategies used were hiring officers on an overtime basis throughout the grant year for increased visibility and public awareness. These officers targeted the hazardous violations that were the primary causes of crashes in Joplin.

RESULTS

The traffic crash results are not yet conclusive; however, preliminary results seem to indicate no substantial increase in crashes, and a possible reduction. These numbers will be determined after the final version of MOTIS is released. MOTIS is the tracking system utilized for these crashes. (See following Grant Enforcement Activities Report.)

GRANT ENFORCEMENT ACTIVITIES ANNUAL REPORT

Project Number: 00-PT-02-55Year: 1999/2000Agency Name: Joplin PD

	Entire Department	HMV Enforcement	Occupant Restraint Enforcement	DWI Enforcement	Youth Alcohol Enforcement	Other Project (Please Describe)
DWI Arrests	481	1				
Speeding Violations	3364	116				
HMV Violations	5830	172				
TOTAL HMV VIOLATIONS <small>(A total of the three above categories)</small>	9675	289				
Seat Belt Violations	2487	95				
Child Restraint Violations	105	13				
Number of Traffic Stops		374				
Number of Hours Worked		260				

Total number of crashes for grant contract period (October 1, 1999 – September 30, 2000):

Fatal: 4Injury: 722Property Damage: 1721Reporting Officer's Name Sgt. John C. Jensen #66

DWI MULTI-OFFENDER ENFORCEMENT—KANSAS CITY

PROJECT NUMBER: PT-02-56

PROGRAM AREA

Police Traffic Services

JURISDICTION SIZE

Kansas City - 443,400

TYPE OF JURISDICTION

Urban

TARGETED POPULATION

Drinking Drivers

PROJECT CHARACTERISTICS

This project provided overtime enforcement funding for the arrest of DWI multi-offenders by conducting DWI checkpoints, wolfpack patrols, and surveillance.

PROBLEM IDENTIFICATION

For the past several years, Kansas City has been identified as the highest-ranking city in Missouri for alcohol-involved traffic fatalities, person injury crashes and DWI arrests. Experience has revealed that by the time a person has been arrested for DWI, they have driven in that condition on prior occasions. Multi-offender DWI's drive intoxicated on a regular basis and when this grant was proposed there were over 700 active felony warrants for DWI multi-offenders issued in the seven (7) counties of the greater Kansas City area.

GOALS AND OBJECTIVES

Goal: To increase the number of DWI multi-offender arrests.

Objective: To reduce the number of alcohol related crashes, many of which result in death and injury.

STRATEGIES & ACTIVITIES

The grant funded overtime for officers to target DWI multi-offenders. Checkpoints and wolfpack patrol operations took place during the times of high incidents of alcohol-related crashes and DWI arrests. Additionally, those wanted in felony DWI warrants were sought out so they could be prosecuted.

RESULTS

There were sixty-six (66) arrests for DWI. Twenty (20) of these were charged at the state level versus the city level because of prior alcohol related arrests. Two local taverns were identified as a source of numerous alcohol related arrests and crashes. To combat this problem, partnerships were created between local residents, liquor control authorities, news media and the county prosecutor's office. As a result of DWI enforcement activities, both taverns lost their 3:00 A.M. liquor permits. The local media showed a higher than average interest in our DWI enforcement. Several brief interviews were broadcasts on local network television during the holiday season in an attempt to educate the public on drunk driving. There was also a great deal of attention focused on the attempts to lower the Missouri legal BAC limit from .10% to .08%, which unfortunately failed. This attention caused a heightened awareness of our DWI enforcement activities.

HMV ENFORCEMENT—KANSAS CITY

PROJECT NUMBER: PT-02-56

PROGRAM AREA

Police Traffic Services

JURISDICTION SIZE

Kansas City - 443,400

TYPE OF JURISDICTION

Urban

TARGETED POPULATION

Aggressive Drivers

PROJECT CHARACTERISTICS

This project provided funding for overtime enforcement of hazardous moving violations at targeted high crash locations, which contribute to a high accident rate.

PROBLEM IDENTIFICATION

Kansas City has a geographical area of 317 square miles with 2,200 surface road miles, 50 gravel road miles and 75 interstate centerline miles. Statistics for the past five years show that Kansas City consistently leads the state in personal injury and fatal crashes. Hazardous moving violations are a factor in many of these crashes.

GOALS AND OBJECTIVES

The goal of this grant was to direct enforcement towards the top twenty (20) crash locations in the city each month. The objective of this enforcement activity was to reduce the number of traffic accidents at these locations.

STRATEGIES & ACTIVITIES

The grant funded overtime for officers to target the twenty (20) crash locations in the city each month for enforcement of various hazardous moving violations that contribute to traffic accidents at those locations. Hazardous moving violations identified for this project include DWI, speeding, improper turn, following to close, stop sign, red light, failure to yield, careless driving, and any other violation considered by law to be hazardous.

RESULTS

The grant enabled the Kansas City Police Department to direct enforcement at high accident locations to reduce the number of accidents, injuries and fatalities. The top twenty (20) crash locations changed monthly during the grant period. This seems to indicate that enforcement efforts at those locations had a direct effect on each intersection's monthly ranking.

OCCUPANT PROTECTION—KANSAS CITY

PROJECT NUMBER: PT-02-56

PROGRAM AREA

Police Traffic Services

JURISDICTION SIZE

Kansas City - 443,400

TYPE OF JURISDICTION

Urban

TARGETED POPULATION

Drivers not Seat Belted; Parents of Children in Safety Seats

PROJECT CHARACTERISTICS

To use overtime to conduct safety fairs and checkpoints to promote seatbelt usage and proper use of child safety seats.

PROBLEM IDENTIFICATION

During calendar year 1998, there were sixty-two (62) fatal crashes resulting in sixty-eight (68) fatalities. Of these, fifty-four (54) fatalities were seated or riding in a motor vehicle. A seatbelt or child safety seat was not properly used to restrain 39% of these victims. Additionally, an observational usage rate survey was conducted in September 1998, revealing a driver's seat belt usage rate of 53% in Kansas City.

GOALS AND OBJECTIVES

The goal of this grant was to increase awareness concerning the importance of wearing a seatbelt and properly using a child safety seat. The objective of this grant was to increase seatbelt usage and using child safety seats properly in order to decrease the number of injuries and deaths in traffic accidents.

STRATEGIES & ACTIVITIES

The grant was originally directed toward enforcement of seatbelt violations. However, shortly after the grant was awarded in September 1999, the Police Department built a Crash Rollover Simulator for seatbelt and child safety seat education. This simulator was used for many educational events and vehicle safety fairs. Partial funding for this simulator came from the grant funds of the original project, with the approval of the Missouri Division of Highway Safety. The shift from enforcement to educational activity was also made necessary by a National Highway Traffic Safety Administration grant, also awarded to the department in September 1999, which was directed toward enforcement.

RESULTS

The grant enabled the department to distribute educational material and expose the Crash Rollover Simulator to over 223,000 people. The year also included the death of a popular athlete in traffic accident as a result of not using a seat belt. This amplified the media attention to this problem. This increased the number of requests for the simulator, making it possible to reach more people. Following the grant period, the observational usage rate for driver's seat belt usage had risen to 66%.

SOBRIETY CHECKPOINTS—KANSAS CITY

PROJECT NUMBER: PT-02-56

PROGRAM AREA

Police Traffic Services

JURISDICTION SIZE

Kansas City - 443,400

TYPE OF JURISDICTION

Urban

TARGETED POPULATION

Drinking Drivers

PROJECT CHARACTERISTICS

This project provided funding for overtime enforcement to conduct sobriety checkpoints to affect the arrest of DWI drivers using checkpoints in areas of the city where data reveals a large number of DWI crashes and arrests have taken place.

PROBLEM IDENTIFICATION

For the past several years, Kansas City has been identified as the highest-ranking city in Missouri for alcohol-involved traffic fatalities, person injury crashes and DWI arrests. Kansas City currently has six (6) officers and a sergeant assigned to the DWI Squad. These officers work throughout the city during late night hours in an attempt to address the problem of intoxicated or drugged drivers. Even with this manpower allocation, the task of combating the DWI problem is a uphill battle in Kansas City, which has 317 square miles, 2,200 surface road miles, 50 gravel road miles and 75 interstate centerline files, with a metropolitan population over 1.5 million.

GOALS AND OBJECTIVES

Goal: To reduce the number of alcohol-related crashes by removing intoxicated drivers from the roadways.

Objective: To increase the number of DWI arrests though use of checkpoints.

STRATEGIES & ACTIVITIES

This grant funded equipment and provided officers on overtime to conduct DWI checkpoints on weekends and holidays between the hours of 11:00 P.M. and 4:00 A.M. The checkpoints focused on areas where high numbers of alcohol-involved crashes and DWI arrests occurred.

RESULTS

A total of thirteen (13) sobriety Checkpoints were conducted during this grant period. Four (4) of these were multi-jurisdictional checkpoints conducted with the Missouri Highway Patrol and the Clay County Sheriff's Department. News releases were made announcing upcoming sobriety checkpoints and reporting the results of the checkpoints. In addition to the arrests for DWI, more than 7000 drivers were contacted and given informational flyers. The checkpoints were successful, not only in the apprehension of numerous drunk drivers, but also in raising the public's perceived risk of arrest if they drink and drive in Kansas City.

I-435 SPEED ENFORCEMENT—KANSAS CITY

PROJECT NUMBER: PT-02-56

PROGRAM AREA

Police Traffic Services

JURISDICTION SIZE

Kansas City - 443,400

TYPE OF JURISDICTION

Urban

TARGETED POPULATION

Interstate Drivers

PROJECT CHARACTERISTICS

This project provided overtime funding for the enforcement of speed limit violations along the 18-mile corridor of Interstate 435 from Claycomo to the Grandview Triangle in an effort to reduce accidents.

PROBLEM IDENTIFICATION

The speed limit along this corridor is 65 M.P.H. However, speeds over 75 and 80 M.P.H. are frequent in this area. These excessive speeds are a contributing factor in the majority of accidents along this stretch of interstate highway.

GOALS AND OBJECTIVES

The goal of this grant was to enforce the 65 M.P.H. speed limit along this 18-mile corridor. The objective of this enforcement activity was to reduce the number of traffic accidents and the high speeds that contribute to the accidents on this portion of I-435.

STRATEGIES & ACTIVITIES

The grant funded overtime for officers to enforce the 65 M.P.H. speed limit in this 18-mile corridor. Priority was given to high crash locations, and officers were required to write at least three (3) hazardous moving violations per hour worked. In addition to officers patrolling this area with radar, two (2) "call down" operations using a Laser were utilized. This type of operation uses several officers and is very visible to the motorist, which helps slow them down.

RESULTS

The grant enabled our department to provide additional speed enforcement on this segment of Interstate 435. All segments of I-435 within the grant area were worked. A 40% reduction rate in fatal accidents was achieved during this grant period compared to the previous year.

TRAFFIC SIGNAL VIOLATION ENFORCEMENT
KANSAS CITY

PROJECT NUMBER: PT-02-56

PROGRAM AREA

Police Traffic Services

JURISDICTION SIZE

Kansas City - 443,400

TYPE OF JURISDICTION

Urban

TARGETED POPULATION

Red Light Running Drivers

PROJECT CHARACTERISTICS

This project provided funding for overtime enforcement of traffic signal violations at targeted high crash locations, which contribute to a high accident rate.

PROBLEM IDENTIFICATION

Kansas City has a geographical area of 317 square miles with 2,200 surface road miles, 50 gravel road miles and 75 interstate centerline miles. Statistics for the past five years show that Kansas City consistently leads the state in personal injury and fatal crashes. The majority of accidents occurring at an intersection involve violation of a traffic control device, i.e., red light, stop sign, etc.

GOALS AND OBJECTIVES

Goal: To reduce the number of traffic accidents at these locations.

Objective: To direct enforcement towards the top twenty (20) hazardous crash locations in the city each month.

STRATEGIES & ACTIVITIES

The grant funded overtime blocks for officers to focus on the twenty (20) high crash intersections identified each month. In addition to red light violations, officers were encouraged to issue citations for other hazardous moving violations that contribute to accidents at these locations. Additionally, officers looked for other causative factors for accidents at these intersections (traffic light and sign configurations, intersection design, etc.) and this information was passed to the appropriate city/state department for review.

RESULTS

Unlike the current grant year, the top twenty (20) high crash intersections changed from month to month. This would seem to indicate that enforcement efforts at those locations had a direct effect on each intersection's monthly ranking. This program was popular with the media during the year, and stories on red light violations appeared in the television and print media.

GRANT ENFORCEMENT ACTIVITIES ANNUAL REPORT

Project Number: 00-PT-02-56Year : 1999-2000Agency Name: Kansas City Police Department

	Entire Department	HMV Enforcement	I-435 Speed Enforcement	Traffic Signal Violation	Occupant Protection	DWI Multi-Offender Enforcement	DWI Checkpoint
DWI Arrests	2,520	0	0	0		66	199
Speeding Violations	57,732	4,192	1,622	0		0	0
HMV Violations	27,645	235	24	5,236		296	88
TOTAL HMV VIOLATIONS (A total of the three above categories)	87,897	4,427	1,646	5,236	Grant used for seat belt education and safety fairs	362	88
Seat Belt Violations	16,905	256	129	0		0	1,279
Child Restraint Violations	657	3	2	0		0	0
Number of Traffic Stops		5,352	1,739	5,117		486	7,376
Number of Hours Worked		1,462	544.5	1,486.5	130.5	939.75	800

Total number of crashes for grant contract period (October 1, 1999 – September 30, 2000):

Fatal 56 Injury 6,230 Property Damage 19,872Reporting Officer's Name Captain Dale Barlow

SPEED ENFORCEMENT—KIRKWOOD

PROJECT NUMBER: PT-02-57

PROGRAM AREA

Police Traffic Services

JURISDICTION SIZE

Kirkwood; Population 30,000

TYPE OF JURISDICTION

Urban Area

TARGETED POPULATION(S)

All Drivers

PROJECT CHARACTERISTICS

This project provided overtime funding for officers to work speed enforcement primarily on I-44 and I-270 with some work done on the two main highways—Route 100 and U.S. 61/67. During the enforcement action, efforts were also made to educate the operators of the vehicles relative to the dangers of excessive speed and also to do spot checks on passenger restraint violations. Additional attention was paid to HMV violations involving teenagers and alcohol.

PROBLEM IDENTIFICATION

The City of Kirkwood is a community of approximately 30,000 residents, with a junior college population of approximately 9,000 daytime and 4,000 nighttime college students. Two major interstates run through the jurisdiction. Traffic data shows that Kirkwood ranks in the upper 25% in all of the crash related categories (as furnished by the Statistical Analysis Center—MSHP) and 22nd overall in motor vehicle crashes of the 322 jurisdictions that are located within the State of Missouri. Interdepartmental studies have shown the major contributing factor of the crashes has been directly related to speed and in crashes involving teenagers, the major contributing factor has been alcohol.

GOALS AND OBJECTIVES

Goal: To reduce local traffic crashes and the severity of those crashes

Objectives:

- Identify areas with a high accident rate and to take a zero tolerance attitude towards any speeding and/or aggressive drivers
- Increase awareness (through officer contact) of occupant restraint usage
- Decrease HMV violations that occur at the high accident locations
- Increase awareness of traffic safety issues that motorists do not normally think of (through education, and partnerships with neighboring jurisdictions)

STRATEGIES & ACTIVITIES

The primary strategy was to use high officer visibility and a zero tolerance against any and all violators identified by the officers working the grant. Enforcement action was normally taken on Friday and Saturday evenings, usually between the hours of 7 p.m. and 3 a.m. Officers were to take a zero tolerance against all violators stopped and multiple violations were encouraged. Multiple officers were used on any given night, thereby putting more manpower and increasing officer visibility. Attempts were also made to correlate the traffic enforcement activities with that of Operation Impact.

RESULTS

The resulting numbers achieved from the grant were adequate but it was felt that some officers could have done better than what they did. Any officer volunteering for the detail was allowed to work; some proved to be less productive than others. It was not until the officers were held accountable for how they spent their time on the grant that enforcement actions increased (officers not producing were not allowed to take part in any further grant activity). The enforcement action taken indicated that speeding on I-44 and I-270 is a constant problem and that more enforcement action is still needed. This is currently being accomplished as manpower permits by assigning officers to run special enforcement details on the highways.

**GRANT ENFORCEMENT ACTIVITIES
ANNUAL REPORT**

Project Number: 00-PT-02-57Year: 2000Agency Name: Kirkwood Police Department

	Entire Department	HMV Enforcement	Occupant Restraint Enforcement	DWI Enforcement	Youth Alcohol Enforcement	Other Project (Please Describe)
DWI Arrests	29	2	0	0	0	0
Speeding Violations	818	205	0	0	0	0
HMV Violations	337	73	0	0	0	0
TOTAL HMV VIOLATIONS (A total of the three above categories)	1184	280	0	0	0	0
Seat Belt Violations	31	14	0	0	0	0
Child Restraint Violations	3	0	0	0	0	0
Number of Traffic Stops		279	0	0	0	0
Number of Hours Worked		186.25	0	0	0	0

Total number of crashes for grant contract period (October 1, 1999 – September 30, 2000):

Fatal 1Injury 281Property Damage 680Reporting Officer's Name: Lt. Clifford G. Pope

HMV ENFORCEMENT/SOBRIETY CHECKPOINT
LEE'S SUMMIT
PROJECT NUMBER: 00-PT-02-58

PROGRAM AREA

Police Traffic Services

JURISDICTION SIZE

Lee's Summit; Population 70,372

TYPE OF JURISDICTION

Urban

TARGETED POPULATION(S)

All Drivers

PROJECT CHARACTERISTICS

This project provided overtime funding for increased enforcement of impaired drivers and drivers committing hazardous moving violations. Increased enforcement of occupant restraint laws and safety belt checkpoints were also conducted.

PROBLEM IDENTIFICATION

Lee's Summit is a suburban city located in the southeast Kansas City Missouri metropolitan area. It is a fast growing community and many of the problems they have encountered are closely related to this rapid growth. There has been a tremendous increase in the volume of vehicular traffic and, along with that, increased crashes resulting from hazardous moving violations and impaired drivers. There were 1,681 motor vehicle crashes in Lee's Summit during 1998. The city ranked 13th in fatal and personal injury crashes from 1996 to 1998. Of the drivers and/or passengers in those crashes, 21% were not wearing seat belts or not wearing them properly. Many of the crashes occurred on Federal and State highways I-470, US 50, M-291 and M-150 which carry a large percentage of the vehicle traffic throughout the city. Twenty-five percent of the total number of crashes occurred on these roadways. Nine of the top ten crashes for 1998 were on these highways. Crashes on these highways accounted for 431 crashes in 1998. Also, a survey done prior to this grant period revealed only 59% of the occupants observed were using occupant restraints. Of the 565 fatalities or injuries reported between 1996 and 1998, 128 (21%) were not wearing seat belts or were wearing them improperly.

GOALS AND OBJECTIVES

Goal: To reduce local traffic crashes and the severity of these crashes, thereby impacting the overall statewide traffic crash death and injury rate.

Objectives:

- To increase occupant restraint usage, over baseline rate prior to the start of the contract, through enforcement (traffic arrests, citations and written warnings)
- Decrease HMV violations at high accident locations through increased saturation enforcement (traffic arrests, citations, and written warnings) with special emphasis on speed and DWI
- Increase traffic safety awareness through education, improved media relations, and partnerships

STRATEGIES & ACTIVITIES

HMV Enforcement: Officers worked 363 overtime hours (33 hours/month average) on the major highways and at high accident locations that resulted in 1045 traffic stops and 893 citations/warnings.

DWI: 14 Saturation Enforcement efforts resulted in 298 traffic stops netting 32 DWI arrests and 271 other written citations/warnings

Sobriety Checkpoints: One checkpoint was conducted where 417 vehicles were checked and 6 DWI arrests were made.

Occupant Protection: Conducted 2 safety belt checkpoints and a child seat inspection/installation detail.

Participation: Aggressive Driving Campaign (Nov 15-26); Back to School Safety (Aug 28-Sept 4); "You Drink You Drive You Lose" (December); Operation ABC Mobilization/Buckle Up (May 22-29); LETSAC & Operation Impact

RESULTS

- Increased numbers of contacts initiated by officers, media/press releases, and citations/warnings occurred. Public awareness of the seriousness of these issues was also greatly increased. Seat belt use, however, didn't change. A pre-grant survey showed approximately 58% of drivers were using safety belts and a survey done in September of 2000 revealed the same percentage.
- During the previous year (Oct '98 – Sept '99), there were a total of 2023 crashes—1,558 property damage, 462 injury, and 3 fatals. For this current grant period (Oct '99 – Sept '00), there were a total of 1888 crashes—1,515 property damage, 372 injury, and 1 fatal. This was an overall decrease of 135 crashes (6.7%).
- Some of the difficulties were attributable to an extreme shortage in normal manpower levels. This prevented some of the OT slots to be filled at times and hampered ability to do safety checkpoints, DWI Saturation (Wolfpack) details, and sobriety checkpoints.

GRANT ENFORCEMENT ACTIVITIES ANNUAL REPORT

Project Number: 00-PT-02-58Year : Oct 1, 1999 – Sept 30, 2000Agency Name: Lee's Summit Police Department

	Entire Department	HMV Enforcement	Occupant Restraint Enforcement	DWI Enforcement	Youth Alcohol Enforcement	Other Project DWI Checkpoint (Please Describe)
DWI Arrests	375	7		32		6
Speeding Violations	5152	627		137		
HMV Violations	3987	259		113		4
TOTAL HMV VIOLATIONS <small>(A total of the three above categories)</small>	9514	893		282		10
Seat Belt Violations	1259	135		21		
Child Restraint Violations	28	14		0		
Number of Traffic Stops		1045		298		417
Number of Hours Worked		363.5		214		32.5

Total number of crashes for grant contract period (October 1, 1999 – September 30, 2000):

Fatal 1Injury 372Property Damage 1515Reporting Officer's Name Captain Fred Weixeldorfer

SOBRIETY CHECKPOINTS—MALDEN

PROJECT NUMBER: PT-02-59

PROGRAM AREA

Police Traffic Services

JURISDICTION SIZE

Population 5,200

TYPE OF JURISDICTION

Urban

TARGETED POPULATION (S)

All Drivers

PROJECT CHARACTERISTICS

The purpose of this project was to make drivers aware of the dangers of drinking and driving and to get intoxicated drivers off the road. A secondary effort of the project was to increase the use of seat belts and child restraints.

PROBLEM IDENTIFICATION

The problem of drunk drivers in the City of Malden is ongoing as indicated by the number of DWI arrests made by regular patrol officers.

GOALS AND OBJECTIVES

To reduce the number of Driving While Intoxicated violations occurring in Malden.

STRATEGIES & ACTIVITIES

The Malden Police Department held five Sobriety Checkpoints, 2 of which were joint checkpoints with the Missouri State Highway Patrol. At the checkpoints, officers issued warnings or summonses to drivers and passengers who were not wearing seat belts, and thanked those who were wearing seat belts for being good citizens. The officers also talked with drivers about the checkpoints and the problem of drinking drivers.

RESULTS

The checkpoints received positive comments from most of the citizens who indicated they were pleased that the Department was taking action to get drunk drivers off the road. The officers were receptive to working the checkpoints. The only negative feedback came from some of the bar owners who accused the department of hurting their business. Although the checkpoints did not produce a large number of DWI arrests, they did send the message that the police department is serious about apprehending drunk drivers. There was a decline in the number of DWI arrests made during the checkpoints (from a high of 5 arrests to 0 arrests at the last checkpoint).

**GRANT ENFORCEMENT ACTIVITIES
ANNUAL REPORT**

Project Number: PT - 02 - 59Year: 2000Agency Name: Malden Police Department

	Entire Department	HMV Enforcement	Occupant Restraint Enforcement	DWI Enforcement	Youth Alcohol Enforcement	Other Project (Please Describe)
DWI Arrests	160			12		
Speeding Violations	158			0		
HMV Violations	179			0		
TOTAL HMV VIOLATIONS (A total of the three above categories)	497			12		
Seat Belt Violations	498					
Child Restraint Violations	18					
Number of Traffic Stops	1,257					
Number of Hours Worked						

Total number of crashes for grant contract period (October 1, 1999 – September 30, 2000):

Fatal 0 Injury 43 Property Damage 117Reporting Officer's Name: L. E. Cox Chief of Police

HMV ENFORCEMENT—MANCHESTER

PROJECT NUMBER: PT-02-60

PROGRAM AREAS

Police Traffic Services

JURISDICTION SIZE

City of Manchester (22,000 population)

TYPE OF JURISDICTION

Municipal and local High Schools

TARGETED POPULATION (S)All drivers, Impaired and Aggressive drivers
High School Students**PROJECT CHARACTERISTICS**

This project provided funding for the Manchester Police Department to purchase 2 Radar Units and 2 Portable Breath Testers (PBT's) to be used in hazardous moving violation enforcement. The equipment was used daily in an attempt to be more visible and proactive to drivers who were driving aggressively or impaired. All officers participated in this traffic enforcement during their daily shifts.

PROBLEM IDENTIFICATION

The City of Manchester has a relative high rate number of accidents, including alcohol-related crashes. Reducing the number of aggressive and impaired drivers would help to lower the number of accidents occurring each year. Developing a plan of prevention was vital to achieving this goal.

GOALS AND OBJECTIVES

To reduce the number of crashes occurring as a result of hazardous moving violations, drinking drivers and aggressive drivers.

STRATEGIES & ACTIVITIES

The Manchester Police Department developed a plan of higher visibility during patrol hours. All officers took the approach of stopping all vehicles violating City traffic laws. All officers began to look for impaired drivers throughout their daily patrols. The 2 radar units and 2 PBTs were used to enhance their enforcement efforts.

RESULTS

The number of accidents in Manchester did not decrease even though officers made numerous traffic stops where they issued many traffic tickets and made nearly 100 DWI arrests (including drivers under 21). This inability to reach their goal was attributed to the growth of the city over the last 2-3 years (almost 15,000 new population). Manpower was very limited which hampered their ability to be as highly visible as they had hoped. They have only one Traffic Safety Officer who can do only so much enforcement and the regular Patrol Officers encountered numerous calls for service. The equipment will allow the Police Department to continue to pursue their goal of reducing the accidents along with removing aggressive and impaired drivers from the streets.

GRANT ENFORCEMENT ACTIVITIES ANNUAL REPORT

Project Number: 00-PT-02-60Year : 1999-2000Agency Name: Manchester Police Department

	Entire Department	HMV Enforcement	Occupant Restraint Enforcement	DWI Enforcement	Youth Alcohol Enforcement	Other Project (Please Describe)
DWI Arrests	93					
Speeding Violations	2,418					
HMV Violations	945					
TOTAL HMV VIOLATIONS <small>(A total of the three above categories)</small>	3,456					
Seat Belt Violations	113					
Child Restraint Violations	9					
Number of Traffic Stops	3,456					
Number of Hours Worked						

Total number of crashes for grant contract period (October 1, 1999 – September 30, 2000): 465

Fatal 1 Injury 102 Property Damage 362Reporting Officer's Name David J. Ebert DSN 5265

I-270 HMV ENFORCEMENT—MARYLAND HEIGHTS

PROJECT NUMBER: PT 02 61

PROGRAM AREA(S)

Police Traffic Services

JURISDICTION SIZE

City of Maryland Heights Pop. 26,000

TYPE OF JURISDICTION

URBAN, Interstate Highway

TARGETED POPULATION(S)

Aggressive Drivers

PROJECT CHARACTERISTICS

The intent of this project was to increase police presence and enforcement on I-270 during high traffic volume and during times of the day and week when most traffic crashes occur.

PROBLEM IDENTIFICATION

A three-mile section of Interstate 270 approaching the interchange with Interstate 70 in Maryland Heights averages 600 motor vehicle traffic crashes a year. This section of interstate ranks third in the State of Missouri for average daily traffic counts. In addition, the accident rate per 100 million miles driven is 900 where the metropolitan interstate average is 165 accidents per 100 million miles driven. The majority of these crashes are due to Aggressive Driving, Following Too Close, Improper Lane Use and Inattention.

GOALS AND OBJECTIVES

To give the motoring public the perception of a higher probability of being caught violating aggressive driving laws thereby reducing traffic crashes during the period of enforcement.

STRATEGIES & ACTIVITIES

Two methods were used to enforce aggressive driving laws on I-270. First, days and times of the week were identified as those with the greatest probability of having traffic crashes. Officers were scheduled to work overtime either singularly or in pairs with an on duty traffic officer on the highway. Second, three or more officers were used in conjunction with on duty traffic officers and in partnership with Missouri State Highway Patrol officers. A stationary "observer" officer was used on an overpass with a Laser Speed Devise. He would call out violators of the speed limit and any other aggressive driving violation to overtime officers as well as on duty officers who were waiting on the highway shoulder to pursue and stop the violators. Local TV, radio and news press was notified of these saturation enforcement projects. The supervisor of the enforcement program did a live appearance on a local radio talk show during one of the "rush hour" enforcement efforts.

RESULTS

The average daily traffic count on Interstate 270 continued to increase during this period and contributed to the fact that the total number of traffic crashes on Interstate 270 did not decrease significantly during the period of this grant. The program can be considered a success by the fact that there were NO TRAFFIC CRASHES ON I-270 WHILE OVERTIME ENFORCEMENT WAS PRESENT. This reinforces the projects' assumption that motorists will change their driving behavior if enforcement is present or if there is a perception of being caught.

GRANT ENFORCEMENT ACTIVITIES ANNUAL REPORT

Project Number: 00-PT-02-61Year : FY 2000Agency Name: MARYLAND HEIGHTS POLICE DEPARTMENT

	Entire Department	HMV Enforcement	Occupant Restraint Enforcement	DWI Enforcement	Youth Alcohol Enforcement	Other Project (Please Describe)
DWI Arrests	346	12				
Speeding Violations	2738	177				
HMV Violations	2313	457				
TOTAL HMV VIOLATIONS <small>(A total of the three above categories)</small>	5397	646				
Seat Belt Violations	570	82				
Child Restraint Violations	13	1				
Number of Traffic Stops		1219				
Number of Hours Worked		377. 75				

Total number of crashes for grant contract period (October 1, 1999 – September 30, 2000):

Fatal 6 with 9 deadInjury 374Property Damage 2,109Reporting Officer's Name Sgt Rex A. Gooch

DWI ENFORCEMENT—NEOSHO

PROJECT NUMBER: PT-02-62

PROGRAM AREA

Police Traffic Services

JURISDICTION SIZE

City of Neosho 9,750

TYPE OF JURISDICTION

Municipal

TARGETED POPULATION(S)

All Drivers

PROJECT CHARACTERISTICS

This project provided overtime funding to enforce DWI violations and to simultaneously increase occupant restraint use.

PROBLEM IDENTIFICATION

Neosho ranked 41st statewide in alcohol-involved crashes, and 46th in fatal and personal injury crashes.

GOALS AND OBJECTIVES

To reduce the number of alcohol-related crashes and to educate the public about the importance of wearing seat belts.

STRATEGIES & ACTIVITIES

Officers worked mostly 5-hour blocks, primarily seeking out alcohol-impaired drivers on Fridays, Saturdays and Holidays between the hours of 7:00 p.m. through 3:00 a.m., while emphasizing occupant restraint use.

RESULTS

The Police Department indicated a decrease in the accident rate by approximately 7%; DWI arrests increased by 4%, and the public was made more conscious of the importance of wearing seat belts. They did, however, find it difficult to maintain the "3 vehicle stops per hour" due to lack of traffic during the enforcement hours and the time necessary to process the arrest.

**GRANT ENFORCEMENT ACTIVITIES
ANNUAL REPORT**

Project Number: 00-PT-02-62Year : 1999-2000Agency Name: Neosho Police Department

	Entire Department	HMV Enforcement	Occupant Restraint Enforcement	DWI Enforcement	Youth Alcohol Enforcement	Other Project (Please Describe)
DWI Arrests	102			7		
Speeding Violations	1487			117		
HMV Violations	1244			111		
TOTAL HMV VIOLATIONS (A total of the three above categories)	2833			235		
Seat Belt Violations	110			22		
Child Restraint Violations	35			1		
Number of Traffic Stops	Unknown			423		
Number of Hours Worked	29,320			141		

Total number of crashes for grant contract period (October 1, 1999 – September 30, 2000):

Fatal 1Injury 171Property Damage 282Reporting Officer's Name Thomas Short Assistant Chief of Police

YOUTH ALCOHOL ENFORCEMENT—NEVADA

PROJECT NUMBER: PT-02-63

PROGRAM AREA

Police Traffic Services

JURISDICTION SIZE

Nevada--Population 8,228

TYPE OF JURISDICTION

Urban

TARGETED POPULATION(S)

Young (under 21) Drinking Drivers

PROJECT CHARACTERISTICS

This project provided overtime funding for officers assigned to the Youth Alcohol Enforcement program to work special enforcement details twice a month. An in-car video system purchased with funds provided by the grant was used to gather evidence.

PROBLEM IDENTIFICATION

According to crash data obtained from the Missouri State Highway Patrol Statistical Analysis Center, between fiscal year 1996 thru fiscal year 1998 Nevada ranked 63rd in traffic crash occurrence and 59th in traffic crash occurrence that resulted in fatal and personal injury. Traffic data showed that Nevada ranked 53rd in traffic crashes involving alcohol and ranked 36th for traffic crashes involving young (< 21) drinking drivers. Most of these crashes occurred between 10 p.m. and 3 a.m. Friday through Sunday.

GOALS AND OBJECTIVES

Goal: To reduce local traffic crashes and the severity of these crashes thereby impacting the overall statewide traffic crash death and injury rate.

Objectives:

- Increase occupant restraint usage, over baseline rate prior to start of contract, through enforcement (traffic arrests, citations and written warnings).
- Decrease HMV violations at high accident locations through increased saturation enforcement (traffic arrests, citations and written warnings) with special emphasis on speed and DWI.
- Increase awareness of traffic safety issues through education, improved media relations, and partnerships.

STRATEGIES & ACTIVITIES

Partnerships were formed with area schools and the public. The Nevada Police Department's School Resource Officer was assigned to inform the school officials and all students of the Youth Alcohol Program. The Police Department joined with the Mayor's Task Force on Crime to encourage the public to support and be a part of the program by getting the word out to the local youth. Officers assigned to the program were given specialized training in alcohol recognition. Officers provided saturation patrol at least twice a month during the high incident time periods in those areas identified by crash statistics as having the highest incidence of alcohol-related crashes involving young (under 21) drinking drivers. Priorities were given to officers that included strict enforcement of DWI, Child Restraint laws, Seat Belts laws, and local ordinance for possession of alcoholic beverages by minors.

RESULTS

Increased awareness of traffic safety issues was gained through the cooperative efforts of the partnerships formed between the police, the schools, and the public. The Mayor's Task Force on Crime (which is comprised of a cross section of the community, law enforcement, and schools) endorsed the Youth Alcohol Enforcement Program, as did the Drug Free Schools program. The school indicated that feedback from students was positive and that students reported they refrained from drinking and driving in Nevada because of the knowledge that the program was in place. Officers assigned to the program were responsible for 18% of the department's 125 DWI arrests although the Youth Alcohol Enforcement program provided for less than 1% of the man-hours worked by the entire department.

**GRANT ENFORCEMENT ACTIVITIES
ANNUAL REPORT**

Project Number: 00-PT-02-63Year : 2000Agency Name: Nevada Police Department

	Entire Department	HMV Enforcement	Occupant Restraint Enforcement	DWI Enforcement	Youth Alcohol Enforcement	Other Project (Please Describe)
DWI Arrests	125				22	
Speeding Violations	822				12	
HMV Violations	312				32	
TOTAL HMV VIOLATIONS <small>(A total of the three above categories)</small>	1259				66	
Seat Belt Violations	119				19	
Child Restraint Violations	21				1	
Number of Traffic Stops					256	
Number of Hours Worked					222	

Total number of crashes for grant contract period (October 1, 1999 – September 30, 2000):

Fatal 1Injury 107Property Damage 471Reporting Officer's Name: Norman Turner, Assistant Chief of Police

HMV ENFORCEMENT—NEW HAVEN

PROJECT NUMBER: PT-02-64

PROGRAM AREA

Police Traffic Services

JURISDICTION SIZE

New Haven—Population 2000

TYPE OF JURISDICTION

Urban

TARGETED POPULATION(S)

All Drivers

PROJECT CHARACTERISTICS

This program was designed to place speed enforcement officers in key locations during high traffic periods, in order to decrease the incidences of traffic accidents caused by excessive speed and aggressive driving.

PROBLEM IDENTIFICATION

Due to recent increases in industrial growth and population, vehicle traffic through the City of New Haven has increased greatly. With greater traffic has come a marked increase in traffic flow problems, DWI violations, speed violations and vehicle accidents on Highway 100 over the last two calendar years.

GOALS AND OBJECTIVES

To reduce accidents attributable to speed and aggressive driving occurring on Highway 100 in the City of New Haven.

STRATEGIES & ACTIVITIES

Conduct radar surveillance on Highway 100 during the peak traffic hours of 6:00 a.m. to 8:00 a.m. and 4:00 p.m. to 6:00 p.m., in an attempt to slow traffic and ticket violators.

RESULTS

Highway 100 was scheduled for major construction at the intersection of Highway C starting July 1, 2000. The intent was to do increased traffic control for 8 weeks prior to construction. Construction was delayed until October 1, 2000. Increased enforcement began August 1 and ended September 7, 2000. During that period of time, 114 traffic stops were made resulting in 98 HMV violations. The total overtime accrued was 60.5 hours. Within the above time period, there were two accidents on Highway 100. Both were two-vehicle accidents with injuries. Neither of the accidents occurred when overtime officers were conducting increased speed enforcement.

**GRANT ENFORCEMENT ACTIVITIES
ANNUAL REPORT**

Project Number: 00-PT-02-64Year: 1999-2000Agency Name: New Haven Police Department

	Entire Department	HMV Enforcement	Occupant Restraint Enforcement	DWI Enforcement	Youth Alcohol Enforcement	Other Project (Please Describe)
DWI Arrests	1					
Speeding Violations	66					
HMV Violations	37					
TOTAL HMV VIOLATIONS (A total of the three above categories)	98					
Seat Belt Violations	3					
Child Restraint Violations	0					
Number of Traffic Stops	114					
Number of Hours Worked	60.5					

Total number of crashes for grant contract period (October 1, 1999 – September 30, 2000):

Fatal 0 Injury 13 Property Damage 29

Reporting Officer's Name:

HMV ENFORCEMENT/SOBRIETY CHECKPOINTS
OVERLAND
PROJECT NUMBER: PT-02-65

PROGRAM AREA

Police Traffic Services

JURISDICTION SIZEOverland; Full-time population--18,000
Transient population--250,000**TYPE OF JURISDICTION**

Urban

TARGETED POPULATION(S)

All drivers

PROJECT CHARACTERISTICS

This project provided overtime funding for enforcement of hazardous moving violations, red light running, and DWI. Officers were given the task of identifying specific driving habits (aggressive driving) which cause auto accidents. After the officers observed a violation, the driver was stopped and given the appropriate summons. Officers also enforced seat belt violations.

PROBLEM IDENTIFICATION

Limited manpower and equipment to enforce hazardous moving violations creates opportunities for traffic crashes. This grant was effective in that it allowed a greater number of officers the opportunity to contact the driving public. All of these contacts were not in the form of a summons. During the Seatbelt Safety Checkpoints, for example, Overland used members of the Community Services Division and were able to make the interaction between the officers and the public a positive experience.

GOALS AND OBJECTIVES

Goal: To reduce local traffic crashes and severity of these crashes.

Objectives:

- Increase occupant restraint usage through enforcement
- Decrease aggressive driving with a special emphasis on speed and DWI

STRATEGIES & ACTIVITIES

With the awarding of this traffic grant Overland was able to staff five Sobriety Checkpoints and six Seatbelt Safety Checkpoints. This was the first time in years this department was able to try to impact the problem of DWI by having sobriety checkpoints. During the checkpoints Overland utilized members of the Department's Explorer Post. These young people assisted in traffic control with no cost against the project funding. Key chains were distributed, as were coupons for free food and drinks (donated by local businesses).

The funding of the checkpoints would be noteworthy in itself but, in addition, enforcement efforts were enhanced by the additional patrol officers.

RESULTS

The hoped-for result was that the increased traffic enforcement would reduce the number of accidents. It appears that accidents were decreased about 7-10 % from the same time frame of the previous year. In addition, using the numbers of vehicles counted pre and post seatbelt safety checkpoints, it appears that the number of people using their seat belts increased.

GRANT ENFORCEMENT ACTIVITIES ANNUAL REPORT

Project Number: #100-PT-02-65Year : 1999-2000Agency Name: OVERLAND POLICE DEPARTMENT

	Entire Department	HMV Enforcement	Occupant Restraint Enforcement	Sobriety Checkpoint	Red Light Running	
DWI Arrests	71	0	0	7	0	
Speeding Violations	1098	174	0	0	1	
HMV Violations	1344	365	1	14	167	
TOTAL HMV VIOLATIONS <small>(A total of the three above categories)</small>	2513	539	1	21	168	
Seat Belt Violations	164	123	217	2	27	
Child Restraint Violations	32	6	6	0	1	
Number of Traffic Stops		906	325	223	268	
Number of Hours Worked		245.5	91.5	151	94	

Total number of crashes for grant contract period (October 1, 1999 – September 30, 2000):

Fatal 4Injury 151Property Damage 681

Reporting Officer's Name _____

HMV/SPEED ENFORCEMENT—PAGEDALE

PROJECT NUMBER: PT-02-66

PROGRAM AREA
Police Traffic Services**JURISDICTION SIZE**
Population approximately 4200**TYPE OF JURISDICTION**
Urban municipality**TARGETED POPULATION(S)**
All drivers committing hazardous moving violations**PROJECT CHARACTERISTICS**

This project provided overtime funding to conduct speed, DWI, HMV, and occupant restraint enforcement.

PROBLEM IDENTIFICATION

Speeding and motor vehicle crashes occur at a high rate along the state thoroughfares that run within the city limits of Pagedale.

GOALS AND OBJECTIVES

To reduce motor vehicle crashes caused by speeding and other hazardous moving violations and to increase occupant restraint usage.

STRATEGIES & ACTIVITIES

The Pagedale Police Department will increase police presence in the areas where the City experiences the majority of traffic crashes and violations.

RESULTS

The City of Pagedale was averaging approximately 15-25 traffic crashes per week during the period of October 1999 to September 2000. The total number of accidents was 93 (0 fatalities; 15 injuries; 78 no injuries). The

**GRANT ENFORCEMENT ACTIVITIES
ANNUAL REPORT**

Project Number: 00-PT-02-66Year : 1999-2000Agency Name: Pagedale Police Department

	Entire Department	HMV Enforcement	Occupant Restraint Enforcement	DWI Enforcement	Youth Alcohol Enforcement	Other Project (Please Describe)
DWI Arrests	16	0				
Speeding Violations	1,465	76				
HMV Violations	876	117				
TOTAL HMV VIOLATIONS (A total of the three above categories)	2,357	193				
Seat Belt Violations	218	7				
Child Restraint Violations	0	6				
Number of Traffic Stops	725	325				
Number of Hours Worked		136				

Total number of crashes for grant contract period (October 1, 1999 – September 30, 2000):

Fatal 0 Injury 15 Property Damage 78Reporting Officer's Name

HMV ENFORCEMENT—PERRYVILLE

PROJECT NUMBER: PT-02-67

PROGRAM AREA

Police Traffic Services

JURISDICTION SIZE

Perryville, Population 6,900 (10,000 during business hours with commuters)

TYPE OF JURISDICTION

Urban/Rural

TARGETED POPULATION(S)

All Drivers

PROJECT CHARACTERISTICS

The project provided funding for overtime enforcement of hazardous moving violations occurring on Missouri Hwy 51 within the City of Perryville.

PROBLEM IDENTIFICATION

A large number of injury accidents were occurring on Missouri Highway 51 caused by the intersections along the highway and the speeds at which vehicles were traveling.

GOALS AND OBJECTIVES

To reduce the number of motor vehicle accidents occurring on Missouri Highway 51 by slowing motorists down and making them aware that law enforcement was patrolling the area.

STRATEGIES & ACTIVITIES

An officer was placed in the area for targeting and enforcing any moving violations. This highly visible presence of law enforcement in the area would hopefully slow the motorists down and make them more cognizant of their driving behaviors.

RESULTS

The results were that 163 traffic stops were made and a total of 134 tickets/warnings were written for hazardous moving violations. Twenty-five tickets were issued for seatbelt violations and 1 child restraint citation was issued as well as 1 warning. There was 1 warrant arrest made during the project as a result of a traffic stop; 14 tickets and 11 warnings were issued for non-hazardous moving violations. The Perryville Police Department plans to continue the project because they feel that the project has helped lower the number of serious injury accidents. They plan to utilize extra manpower when available.

**GRANT ENFORCEMENT ACTIVITIES
ANNUAL REPORT**

Project Number: 00-PT-02-67Year: 1999-2000Agency Name: Perryville Police Department

	Entire Department	HMV Enforcement	Occupant Restraint Enforcement	DWI Enforcement	Youth Alcohol Enforcement	Other Project (Please Describe)
DWI Arrests	52					
Speeding Violations	187	32 tickets 85 warnings				
HMV Violations	203	9 tickets 8 warnings				
TOTAL HMV VIOLATIONS (A total of the three above categories)	442	41 tickets 93 warnings				
Seat Belt Violations	53					
Child Restraint Violations	11					
Number of Traffic Stops		163				
Number of Hours Worked		84				

Total number of crashes for grant contract period (October 1, 1999 - September 30, 2000):

Fatal 1 Injury 80 Property Damage 309

Reporting Officer's Name Cpl. Direk L. Hunt

*Non Moving Violations: 14 tickets and 11 warnings

SPEED ENFORCEMENT—PLATTE CITY

PROJECT NUMBER: PT-02-68

PROGRAM AREA

Police Traffic Services

JURISDICTION SIZE

Population 3,500

TYPE OF JURISDICTION

Municipality

TARGETED POPULATION(S)

All Drivers

PROJECT CHARACTERISTICS

This project provided overtime funding to conduct enforcement of speeding violations within Platte City.

PROBLEM IDENTIFICATION

With the growth of the city, the Police Department was attempting to reduce the number of speeding drivers.

GOALS AND OBJECTIVES

To reduce the number of traffic accidents attributable to speed.

STRATEGIES & ACTIVITIES

Heavy radar enforcement in business areas and residential enforcement in high accident locations

RESULTS

Compared to statistics of the previous year, they have shown a small decrease in the number of accidents occurring in the high accident locations.

The department also feels that the grant has provided them an opportunity to be more highly visible in the community (increasing public awareness) and to heighten their traffic enforcement efforts.

GRANT ENFORCEMENT ACTIVITIES ANNUAL REPORT

Project Number: 00-PT-02-68 Year: 1999-2000

Agency Name: Platte City Police Department

	Entire Department	HMV Enforcement	Occupant Restraint Enforcement	DWI Enforcement	Youth Alcohol Enforcement	Other Project (Please Describe)
DWI Arrests	28					
Speeding Violations	utt: 288 war: 631	utt: 71 war: 64				
HMV Violations	utt: 69 war: 199	utt: 9 War: 64				
TOTAL HMV VIOLATIONS (A total of the three above categories)	1,215	304				
Seat Belt Violations	utt: 9 war: 6	utt: 2 war: 3				
Child Restraint Violations	utt: 4 war: 1					
Number of Traffic Stops		309				
Number of Hours Worked		108				

Total number of crashes for grant contract period (October 1, 1999 - September 30, 2000):

Fatal 0 Injury 23 Property Damage 136

Reporting Officer's Name Jeff Faudere

HMV/DWI ENFORCEMENT – PLATTE COUNTY

PROJECT NUMBER: PT-02-69

PROGRAM AREA

Police Traffic Services

TYPE OF JURISDICTION

Countywide (rural; high-density cities and highways, including an international airport)

JURISDICTION SIZE

Population of 78,688

TARGETED POPULATION (S)

All Drivers

PROJECT CHARACTERISTICS

This project provided overtime HMV and DWI enforcement funding to assist the Platte County Sheriff's Department with its continued dedication to the safety of all citizens using the highways. Since 1994 the department had been able to increase its traffic contacts by 120%. The department found that it had been able to reduce the number of speed-related accidents by 9.2%. In 1996 and 1997 the department started showing alarming increases in the number of persons injured in motor vehicle crashes. Demands for services were rising rapidly and the county started experiencing a large growth rate, which is still continuing today. In 1998, through diligent work on speeding and seatbelt violations and funding from highway safety programs (i.e. full time traffic officer, hazardous violations overtime grants and DWI enforcement grants) the department was able to reduce the number of speed-related accidents by 44% and the overall injuries by 16%. In 1999 these grants were used to continue the aggressive enforcement and attempt to reduce or at least maintain the percentages while the overall growth of the county continued to increase at a rapid pace.

PROBLEM IDENTIFICATION

Platte County has experienced a 24.2% growth in population over the last 9 years. It is also located in the number one metro area of the state for fatal, personal injury and speed related motor vehicle crashes. Platte County has seen a 34% increase in alcohol-related accidents over the last five years. Even with the decrease in many of the accident categories over the last 4 years, the findings indicated that without the continued growth in traffic contacts of at least 10%, the department was not in a position to keep up or help control the accidents and injuries. Calls for service were at an all-time high. Commercial and residential development was growing at a rapid pace. Traffic was becoming extremely heavy and congested on the interstates, secondary highways and roads within the county. Traffic crash locations were changing and complaints from citizens about speeding vehicles were on the rise.

GOALS AND OBJECTIVES

Goal: To reduce traffic crashes and the severity of the crashes occurring in Platte County.

Objectives:

- To increase traffic contacts by 10%
- To increase DWI arrests in specified areas by 10%

STRATEGIES & ACTIVITIES

- The traffic officer targeted hazardous moving violations, seatbelt violations and assisted with DWI enforcement. The traffic officer also helped determine accident locations and causes on a monthly basis. The traffic officer was assigned to specific areas at the appropriate times where he could observe and do the selective enforcement needed to reduce the accidents at these locations.
- Overtime patrol officers were assigned to the determined accident areas and areas where hazardous violations were rising. They attempted to keep accidents from increasing in these areas by reducing HMVs. These officers enforced HMVs during the hours that the normal patrol officers were not available due to the demands for service. The grant funding paid for 100 hours of overtime enforcement per month.
- The overtime DWI enforcement officers were assigned wolfpack areas on specific days and times based on statistical information (drinking-related accidents, DWI arrests, etc.) and input from both

the sheriff's department and local police departments. The sheriff's department also conducted a large non-grant checkpoint in one of the target areas.

RESULTS

Despite the fact that 24% less hours were funded from years past for the hazardous moving portion of the grant, the department was still able to obtain the following results. Total hazardous violation summons increased 9.4% overall. Total traffic contacts increased 9.6%. The traffic officer's position increased 9.7% on both speeding and total hazardous violation enforcement summons. DWI arrests in the targeted areas during the wolfpacks increased 9.5%.

Due to the heavy growth and increasing traffic counts, fatal accidents remained the same, injury accidents rose by 8.1%, and property damage accidents rose by 10.6%. These numbers account for an overall increase in accidents of 9.1%. These increases would have been far greater if the grant had not been funded.

**GRANT ENFORCEMENT ACTIVITIES
ANNUAL REPORT**

Project Number: 00-PT-02-69Year: October 1999 - September 2000Agency Name: Platte County Sheriff's Dept.

	Entire Department	HMV Enforcement	Occupant Restraint Enforcement	DWI Enforcement	Youth Alcohol Enforcement	Other Project (Please Describe)
DWI Arrests	291	6	17	35		
Speeding Violations	7,800	624	4,498	271		
HMV Violations	1,983	24	220	75		
TOTAL HMV VIOLATIONS <small>(A total of the three above categories)</small>	10,074	654	1,735	381		
Seat Belt Violations	795	23	169	31		
Child Restraint Violations	15	2	2	1		
Number of Traffic Stops	14,151	792	1,982	712		
Number of Hours Worked		279.75	1,860.75	343.75		

Total number of crashes for grant contract period (October 1, 1999 – September 30, 2000):

Fatal 4 Injury 133 Property Damage 372

Reporting Officer's Name

HMV ENFORCEMENT—PLEASANT HILL

PROJECT NUMBER: PT-02-70

PROGRAM AREA

Police Traffic Services

JURISDICTION SIZE

Population approximately 6,000

TYPE OF JURISDICTION

Urban municipality

TARGETED POPULATION(S)

Aggressive Drivers

PROJECT CHARACTERISTICS

This project provided funding for overtime enforcement of aggressive driving in the 7 Highway Bridge construction zone (3 bridges were removed and replaced, one of which was an overpass for Union Pacific Railroad).

PROBLEM IDENTIFICATION

Both passenger and commercial vehicles that normally travel 7 Highway were affected by a 1.5 mile detour. Each day, that detour directed thousands of motorists through a construction zone, exposing them to an intersection with a railroad crossing. The crossing was not engineered to handle the traffic load safely.

GOALS AND OBJECTIVES

To reduce traffic crashes in the 7 Highway Bridge construction zone by enforcing Hazardous Moving Violations

STRATEGIES & ACTIVITIES

The media was used to inform the public of increased patrol in the area to reduce the number of possible accidents that could possibly occur during the year-long construction project. The directed patrol applied an aggressive enforcement towards motor vehicle operators.

RESULTS

The project concluded with the reopening of MO State 7 Highway. Pleasant Hill Police Department deems the project to be successful. Over 350 violations were documented while only 7 accidents occurred in the identified problem area. Of those accidents, most of which were very minor property damage, only 1 had reportable injuries.

**GRANT ENFORCEMENT ACTIVITIES
ANNUAL REPORT**

Project Number: 00-PT-02-70Year: 1999-2000Agency Name: Pleasant Hill Police Department

	Entire Department	HMV Enforcement	Occupant Restraint Enforcement	DWI Enforcement	Youth Alcohol Enforcement	Other Project (Please Describe)
DWI Arrests	76	6		24		
Speeding Violations	1059	268		60		
HMV Violations	840	172		57		
TOTAL HMV VIOLATIONS <small>(A total of the three above categories)</small>	1975	456		141		
Seat Belt Violations	103	21		2		
Child Restraint Violations	32	10		0		
Number of Traffic Stops	2675	386		96		
Number of Hours Worked		242		122 + 32 hrs ckpt.	W/S.T.E.P.	

Total number of crashes for grant contract period (October 1, 1999 - September 30, 2000):

Fatal 0 Injury 48 Property Damage 41Reporting Officer's Name Norman Conant

HAZARDOUS MOVING VIOLATIONS—ROCK HILL

PROJECT NUMBER: PT-02-71

PROGRAM AREAS

Police Traffic Services

TYPE OF JURISDICTION

Urban

JURISDICTION SIZE

City of Rock Hill – population 5417

TARGETED POPULATION(S)

All Drivers

PROJECT CHARACTERISTICS

This project provided overtime funding for enforcement of Hazardous Moving Violations.

PROBLEM IDENTIFICATION

Highway M100 has high rate of motor vehicles crashes with speeding as the main contributing factor; McKnight Road is the second highest location for crashes.

GOALS AND OBJECTIVES

Reduce motor vehicle crashes and the severity of those crashes through increased enforcement of speed ordinances and other HMV violations. Increased visibility of enforcement.

STRATEGIES & ACTIVITIES

- Enforce traffic ordinance violations at the two high accident locations of M100 and McKnight Road
- Be highly visible to motorists in enforcement activities
- Use dates of Operation Impact enforcement as supplement to grant enforcement

RESULTS

Police Department records from October 1, 1999 to September 30, 2000 show 108 motor vehicle crashes. There was a decrease in injury crashes from 57 in 1998 to 11 in grant fiscal year. During the same period there were 89 property damage crashes, and 8 additional crashes on private property. The speed on M100 has fallen from an average of 38.7 MPH to 36.9 MPH. The police department believes it has met its goal of reducing motor vehicle crashes within the city.

GRANT ENFORCEMENT ACTIVITIES ANNUAL REPORT

Project Number: PT-02-71Year : 2000Agency Name: Rock Hill Police Department

	Entire Department	HMV Enforcement	Occupant Restraint Enforcement	DWI Enforcement	Youth Alcohol Enforcement	Other Project (Please Describe)
DWI Arrests						
Speeding Violations		505				
HMV Violations		11				
TOTAL HMV VIOLATIONS <small>(A total of the three above categories)</small>		516				
Seat Belt Violations		42				
Child Restraint Violations						
Number of Traffic Stops		449				
Number of Hours Worked		144				

Other violations

8

Total number of crashes for grant contract period (October 1, 1999 – September 30, 2000):

Fatal 0

Injury 11

Property Damage 89

Reporting Officer's Name _____

HMV ENFORCEMENT—SEDALIA

PROJECT NUMBER: 00-PT-02-72

PROGRAM AREA

Police Traffic Services

JURISDICTION SIZE

Population 20,000

TYPE OF JURISDICTION

City

TARGETED POPULATION(S)

All Divers

PROJECT CHARACTERISTICS

This project provided overtime funding to enforce hazardous moving violations, driving while intoxicated violations, and seat belt violations on Highways 50 and 65 in Sedalia.

PROBLEM IDENTIFICATION

According to the 1996-1998 statistics compiled by the Statistical Analysis Center of the Missouri State Highway Patrol, Sedalia ranks 27th in the state for fatal and personal injury, 20th in alcohol related, and 39.5th in speed related traffic crashes.

Hazardous moving violations, driving while intoxicated, and seat belt violations increase the chances of injuries and death should drivers of motor vehicles and/or passengers become involved in a collision.

The Police Department quickly becomes overwhelmed on fair weather weekends and holidays when thousands of motorists use Highways 65 and 50 to reach recreational lakes near the area. The Sedalia Police Department does not have adequate manpower to consistently enforce hazardous moving violations, which are committed more frequently in the absence of a highly visible police presence.

GOALS AND OBJECTIVES

Goal: To reduce injuries and fatalities associated with motor vehicle collisions on Highways 50 and 65 within the city limits of Sedalia.

Objectives:

Obtain motorist compliance with traffic laws pertaining to seat belt, hazardous moving violations, and drunk driving by the use of enhanced patrol techniques focused on these violations.

STRATEGIES & ACTIVITIES

Enforcement projects were conducted on: 1) December 31st, 1999 (New Year's Eve); 2) May 26th & 29th, 2000 (Memorial Day Weekend); 3) June 30th & July 2nd, 2000 (4th of July Weekend); 4) August 12, 2000 (during Missouri State Fair); and 5) September 1-4, 2000 (Labor Day Weekend).

During these projects, officers patrolled Highway 50 and Highway 65 to reduce the number of accidents on these roadways. Officers worked during the high accident time periods. The traffic enforcement details began at approximately 1000 hours and ended at approximately 2000 hours. The enforcement projects had from 1 to 4 additional officers patrolling the roadways for hazardous moving violations.

RESULTS

The enforcement projects were successful in meeting the goal of reducing accidents on Highways 50 and 65. Very few accidents occurred on these highways in Sedalia during the enforcement details. The enforcement details resulted in less than 3 traffic contacts per hour of overtime worked. It was difficult for officers to make 3 contacts per hour due to heavy traffic congestion at the time of the enforcement projects. Also, the enforcement details had to pay for an officer to work as a communications officer to cover the extra radio traffic. This lowered the ratio between officer contacts and overtime hours worked.

The Sedalia Police Department received funding for \$6,000 for overtime enforcement, which they felt limited the number of enforcement projects they were able to conduct. The Sedalia Police Department primarily used the overtime funding during holiday weekends.

GRANT ENFORCEMENT ACTIVITIES ANNUAL REPORT

Project Number: PT-02-72 Year : 1999-2000

Agency Name: Sedalia, Missouri Police Department

	Entire Department	HMV Enforcement	Occupant Restraint Enforcement	DWI Enforcement	Youth Alcohol Enforcement	Other Project (Please Describe)
DWI Arrests	158	2				
Speeding Violations	2,449	437				
HMV Violations	1,028	69				
TOTAL HMV VIOLATIONS (A total of the three above categories)	3,477	508				
Seat Belt Violations	366	43				
Child Restraint Violations	41	1				
Number of Traffic Stops		534				
Number of Hours Worked		321.5				

Total number of crashes for grant contract period (October 1, 1999 – September 30, 2000):

Fatal: 5 Injury: 362 Property Damage: 2,248 Total: 2,615

Reporting Officer's Name: Officer Curtis Perkins #147

SOBRIETY CHECKPOINTS—SENECA

PROJECT NUMBER: 00-PT-02-73

PROGRAM AREA

Alcohol

JURISDICTION SIZE

Seneca City Limits, population 2,100

TYPE OF JURISDICTION

City

TARGETED POPULATION(S)

All Drivers

PROJECT CHARACTERISTICS

This project provided funding to support sobriety checkpoint to be conducted by the Seneca Police Department. The Police Department addressed other violations detected during the checkpoints.

PROBLEM IDENTIFICATION

Seneca PD is a small police department with only one to two officers on a shift. They must devote a lot of time to detecting drunk drivers by working a lot of traffic. The sobriety checkpoints help get several officers together with a main goal of getting drunk drivers off the road and reducing traffic crashes.

GOALS AND OBJECTIVES

To help reduce the number of traffic crashes involving alcohol within the Seneca City limits.

STRATEGIES & ACTIVITIES

- Identify the checkpoint location; work together at that determined location to check vehicles for impaired drivers and other violations.
- Place news releases in the local newspaper to make the public aware of the checkpoint activities and the police department's desire to make Seneca safer.

RESULTS

Seneca Police Department was only able to conduct one checkpoint due to bad weather and lack of manpower. Although there were no drunks detected, they addressed 12 violations on the checkpoint and checked a total of 152 vehicles.

**GRANT ENFORCEMENT ACTIVITIES
ANNUAL REPORT**

Project Number: 00-PT-02-73 Year: 1999-2000

Agency Name: Seneca Police Department

	Entire Department	HMV Enforcement	Occupant Restraint Enforcement	DWI Enforcement	Youth Alcohol Enforcement	Other Project (Please Describe)
DWI Arrests					0	
Speeding Violations					0	
HMV Violations					2	
TOTAL HMV VIOLATIONS <small>(A total of the three above categories)</small>					2	
Seat Belt Violations					4	
Child Restraint Violations					0	
Number of Traffic Stops					152	
Number of Hours Worked					15	

Total number of crashes for grant contract period (October 1, 1999 - September 30, 2000):

Fatal 0 Injury 9 Property Damage 9

Reporting Officer's Name Robert Wilson

HMV & DWI ENFORCEMENT—ST. CHARLES COUNTY

PROJECT NUMBER: PT-02-75

PROGRAM AREA

Police Traffic Services

JURISDICTION SIZE

Population: 290,000

TYPE OF JURISDICTION

County – Suburban

TARGETED POPULATION(S)

Intoxicated and hazardous drivers

PROJECT CHARACTERISTICS

The Project consisted of D.W.I. and hazardous moving violation enforcement. Overtime hours funded by the grant allowed deputies to conduct D.W.I. and hazardous moving violation enforcement. Hazardous moving violation enforcement was conducted in conjunction with Operation Impact and on selected Fridays and Saturdays. D.W.I. Enforcement was conducted between 7pm and 3am on selected Fridays, Saturdays and holidays.

PROBLEM IDENTIFICATION

St. Charles County is located in the eastern part of Missouri and within the St. Louis Standard Metropolitan Statistical Area. At the time the grant was sought, the population was approximately 264,000 and has since grown to approximately 290,000. St. Charles County contains Interstate 70, U.S. Routes 40, 61 and 67, Mo. Routes 79, 94 and 370 as well as hundreds of miles of secondary state highways, county and municipal roads.

An examination of 1996 – 1998 Missouri traffic crashes revealed that St. Charles County ranked fifth in Missouri counties with a total of 21,811 crashes. St. Charles County ranked sixth in the state in alcohol-related traffic crashes totaling 1,062 between 1996 and 1998.

Due to the high volume of calls for service, normal staffing does not allow for selective traffic enforcement at the needed level. To address this problem, this grant was sought and acquired to fund overtime traffic enforcement to combat hazardous moving violations and driving while intoxicated.

GOALS AND OBJECTIVES

The goal of this project was to reduce local traffic crashes and in particular, alcohol related traffic crashes and the severity of these crashes thereby impacting the overall statewide traffic crash death and injury rate.

STRATEGIES & ACTIVITIES

Deputies assigned to the D.W.I. Enforcement Unit were encouraged to work overtime hours between 7pm and 3am on Fridays, Saturdays and selected holidays. D.W.I. Enforcement was emphasized and increased. Other deputies were encouraged to work overtime traffic enforcement on Operation Impact days and selected Fridays and Saturdays to enforce hazardous moving violations with an emphasis on speed enforcement. Several D.W.I. Saturation Patrols were held and publicized in media releases.

RESULTS

Despite an increase in population of approximately 15,000 persons per year, the trend of increasing alcohol related collisions has been reversed within St. Charles County. D.W.I. arrests have sharply increased and alcohol related collisions are decreasing. During 1997 there were 398 alcohol related collisions. During 1998 that number decreased to 362. It further decreased to 358 by the end of 1999. The total hazardous moving violations cited under this grant totaled 489, which included 83 arrests for driving while intoxicated.

GRANT ENFORCEMENT ACTIVITIES ANNUAL REPORT

Project Number: 00-PT-02-75Year: 1999-2000Agency Name: St. Charles County Sheriff's Department

	Entire Department	HMV Enforcement	Occupant Restraint Enforcement	DWI Enforcement	Youth Alcohol Enforcement	Other Project (Please Describe)
DWI Arrests	905	0		83		
Speeding Violations	5123	226		57		
HMV Violations	3174	31		102		
TOTAL HMV VIOLATIONS <small>(A total of the three above categories)</small>	9202	257		241		
Seat Belt Violations	544	65		2		
Child Restraint Violations	23	1		0		
Number of Traffic Stops		300		393		
Number of Hours Worked		105.5		312		

Total number of crashes for grant contract period (October 1, 1999 - September 30, 2000):

Fatal 19 Injury 1818 Property Damage 6121

Reporting Officer's Name Sgt. K. DeWitte 544

HMV ENFORCEMENT/SOBRIETY CHECKPOINTS

ST. CHARLES CITY

PROJECT NUMBER: 00-PT-02-76

PROGRAM AREA
Police Traffic Services

JURISDICTION SIZE
Population 60,000

TYPE OF JURISDICTION
Urban

TARGETED POPULATION(S)
All Drivers

PROJECT CHARACTERISTICS

This project provided overtime funding to conduct hazardous moving violations and speed enforcement and sobriety checkpoints. These efforts are designed to reduce local traffic crashes and lower the amount of damage and injuries/fatalities resulting from these crashes. This was to be accomplished with extra patrol and the purchase of a Speed Monitoring Trailer. Impaired drivers were targeted with Sobriety Checkpoints.

PROBLEM IDENTIFICATION

The City of St. Charles is located near the St. Louis Metropolitan area, approximately 21 miles from downtown St. Louis. The City of St. Charles has four major interchanges with Interstate Highway 70, three from Highway 370 and several miles of State Highway 94 within the city limits. The population of St. Charles County is approximately 275,000 and continuing to grow. Two of the area's three bridges over the Missouri River are located in St. Charles. Large volumes of traffic travel through St. Charles on a daily basis.

In 1998 there were 2,372 traffic crashes in St. Charles—380 involving death or injury. Speeding contributed to 18.9% of these crashes. Hazardous moving violations contributed to approximately 37% of the crashes. Drinking contributed to 6.6% of the fatal/ injury crashes.

GOALS AND OBJECTIVES

Goal: To reduce local traffic crashes and the severity of these crashes thereby impacting the overall statewide traffic crash death and injury rate.

STRATEGIES & ACTIVITIES

- Conduct sobriety checkpoints to combat impaired driving
- Conduct roving patrol with unmarked cars, police motorcycles, and stationary speed enforcement
- Conduct "Wolf pack" type speed enforcement
- Conduct holiday enforcement targeting Hazardous Moving Violations

RESULTS

Between 10-01-98 and 09-30-99, there were a total of 2,520 accidents. Information showed that between 10-01-99 and 09-30-00, there were 2,458 accidents. This is a reduction of 3% from the previous year.

During 325.75 hours of enforcement activity, officers wrote 1,080 citations. The department also purchased a speed-monitoring trailer with grant funding.

Although the department hoped to achieve a greater reduction, several things seemed to hamper that: 1) the rapid growth rate of both St. Charles City and County; and 2) manpower shortages within the department that hindered efforts to perform grant enforcement.

GRANT ENFORCEMENT ACTIVITIES ANNUAL REPORT

Project Number: 00-PT-02-76 Year: 1999-2000

Agency Name: St. Charles City Police Department

	Entire Department	HMV Enforcement	Occupant Restraint Enforcement	Sobriety DWI Enforcement	Youth Alcohol Enforcement	Other Project Speed (Please Describe)
DWI Arrests	379			4 DWI 2 BAC		
Speeding Violations	4128	263				653
HMV Violations	6978	53				102
TOTAL HMV VIOLATIONS <small>(A total of the three above categories)</small>	11,485	316				755
Seat Belt Violations	430	33		0		103
Child Restraint Violations	0	0		0		0
Number of Traffic Stops		335				916
Number of Hours Worked		101				199.75

Total number of crashes for grant contract period (October 1, 1999 - September 30, 2000):

Fatal 4 Injury 295 Property Damage 2159

Reporting Officer's Name Sgt. Michael Gravemann

I-170 & I-70 HMV ENFORCEMENT PARTNERSHIP
ST. JOHN
PROJECT NUMBER: PT-02-77

PROGRAM AREA

Police Traffic Services

JURISDICTION SIZE

Population: 7,502

TYPE OF JURISDICTION

Urban

TARGETED POPULATION(S)

All Drivers; Drinking & Aggressive Drivers

PROJECT CHARACTERISTICS

This project provided funding to conduct overtime enforcement of:

Hazardous Moving Violations (partnership): speed, DWI, aggressive driving & seat belt use on I-170 and I-70

Aggressive Driving: Four areas were targeted due to the high number of traffic crashes caused by aggressive driving

Sobriety Checkpoints: to be held in different locations during prime hours for intoxicated drivers

PROBLEM IDENTIFICATION

HMV Partnership: An enforcement partnership was developed with neighboring municipalities to address the high number of HMV violations and related crashes occurring on Interstates 170 and 70.

Aggressive Driving: Traffic statistics from the four targeted sites identified that the crashes were due to drivers running electric signals, failing to yield, and running stop signs.

Sobriety Checkpoints: Within the City limits of St. John, there are 5 drinking establishments. St. Charles Rock Road and Woodson Road are main thoroughfares bringing a high volume of motorists going to and from drinking establishments outside the city limits.

GOALS AND OBJECTIVES

To reduce the number of traffic crashes attributable to hazardous moving violations, speed, red light running, aggressive driving, and drinking drivers.

STRATEGIES & ACTIVITIES

HMV Partnership: The City of St. John, along with the other municipalities, heavily enforced the speed limits on I-170 and I-70. Stationary radar was run during different hours of the day and on differing days throughout the week.

Aggressive Driving: To heavily enforce aggressive driving violations, thereby educating the public regarding the serious consequences of aggressive driving behavior (e.g. penalties & traffic crashes)

Sobriety Checkpoints: Conduct four sobriety checkpoints in different locations during the prime hours when intoxicated drivers are on the roads. All checkpoints will be advertised prior to conducting them.

RESULTS

HMV Partnership: St. John feels that their goals were met to some degree but that in order to successfully get the public to adhere to all the traffic laws, enforcement would have to be present on the highway 24 hours a day.

Aggressive Driving: Since the beginning of the year 2000, the City of St. John statistics indicate that there is a decrease in the number of crashes at the four targeted areas. To continually make this project a success, the four targeted areas need to be monitored on a regular basis.

Sobriety Checkpoints: The City conducted 4 checkpoints which were held during the hours of 10 p.m. to 3 a.m. The checkpoints were held on either a Friday or Saturday night.

**GRANT ENFORCEMENT ACTIVITIES
ANNUAL REPORT**

Project Number: 00-PT-02-77 Year: 1999-2000
 Agency Name: City of St. John

	Entire Department	HMV Enforcement	Occupant Restraint Enforcement	DWI Enforcement	Youth Alcohol Enforcement	Other Project (Please Describe)
DWI Arrests	48	1		8		1
Speeding Violations	472	15		0		146
HMV Violations	1144	103		40		69
TOTAL HMV VIOLATIONS <small>(A total of the three above categories)</small>	1664	119		48		216
Seat Belt Violations	561	49		28		48
Child Restraint Violations	43	7		3		5
Number of Traffic Stops		138		624		220
Number of Hours Worked		69.5		97.75		171

Total number of crashes for grant contract period (October 1, 1999 - September 30, 2000):

Fatal 1 Injury 30 Property Damage 108
 Reporting Officer's Name _____

HMV ENFORCEMENT—ST. JOSEPH

PROJECT NUMBER: PT-02-78

PROGRAM AREA

Police Traffic Services

JURISDICTION SIZE

St. Joseph, MO

TYPE OF JURISDICTION

Urban

TARGETED POPULATION(S)

All Drivers, Drinking Drivers

PROJECT CHARACTERISTICS

This project provided overtime funding to enforcement hazardous moving violations along the Belt Highway, specifically in the areas of speed and red light violations in an attempt to reduce the number of motor vehicle accidents at intersections and approach of intersections and to reduce the number of alcohol-impaired drivers on the roadways.

PROBLEM IDENTIFICATION

St. Joseph rated sixth highest in the state in personal injury and property damage accidents and fifth in alcohol-related crashes.

GOALS AND OBJECTIVES

To reduce traffic crashes and the severity of these crashes thereby impacting the overall statewide traffic crash death and injury rate.

Increased occupant restraint usage through enforcement and decrease HMV violations at high crash locations through increased saturation enforcement with an emphasis on speed and alcohol related incidents.

STRATEGIES & ACTIVITIES

St. Joseph Police Department worked with MoDOT to provide access to the traffic islands at intersections for enforcement of red light violations. The Police Department combined efforts with the Missouri State Highway Patrol and the Buchanan County Sheriff's Department to conduct saturation patrols and sobriety checkpoints. The City of St. Joseph purchased Laser units for use in speed enforcement in high volume traffic areas.

RESULTS

Total number of accidents was reduced from 3,012 to 2,918.

**GRANT ENFORCEMENT ACTIVITIES
ANNUAL REPORT**

Project Number: 00-PT-02-78Year : 1999-2000Agency Name: St. Joseph Police Department

	Entire Department	HMV Enforcement	Occupant Restraint Enforcement	DWI Enforcement	Youth Alcohol Enforcement	Other Project (Please Describe)
DWI Arrests	600	1		20		
Speeding Violations	5841	285		45		
HMV Violations	4142	78		50		
TOTAL HMV VIOLATIONS <small>(A total of the three above categories)</small>	10583	369		115		
Seat Belt Violations	2583	184		64		
Child Restraint Violations	264	7		0		
Number of Traffic Stops		632		315		
Number of Hours Worked		235		206.5		

Total number of crashes for grant contract period (October 1, 1999 – September 30, 2000):

Fatal 6 Injury 963 Property Damage 1669Reporting Officer's Name Shawn Henderson

HMV ENFORCEMENT/SOBRIETY CHECKPOINTS
ST. LOUIS COUNTY
PROJECT NUMBER: PT-02-79

PROGRAM AREA
Police Traffic Services

JURISDICTION SIZE
Population 366,000

TYPE OF JURISDICTION
Urban—Unincorporated St. Louis County
& 14 contract Municipalities

TARGETED POPULATION (S)
All Drivers

PROJECT CHARACTERISTICS

This project provided overtime funding to: enforce hazardous moving violations, alcohol-related violations, and seat belt violations; and to conduct sobriety checkpoints. These enforcement efforts were conducted in an effort to reduce the number of traffic crashes attributable to hazardous moving violations, to reduce the number of alcohol-related crashes, and to make drivers more aware of the dangers of drinking and driving.

PROBLEM IDENTIFICATION

St. Louis County encompasses 4,300 miles of roadways, which include numerous interstates, state highways and county roadways. During 1998 the police department investigated 9,300 crashes that resulted in 36 deaths and 3,700 personal injuries. Driving While Intoxicated accounted for 320 crashes that resulted in 4 deaths and 208 personal injuries. Additionally, some type of hazardous moving violation caused 65% of the 9,300 crashes.

GOALS AND OBJECTIVES

Goal: To reduce local traffic crashes and the severity of these crashes thereby impacting the overall statewide traffic crash death and injury rate.

Objectives:

1. Increase occupant restraint usage, over baseline rate prior to start of contract, through enforcement (traffic arrests, citations and written warnings).
2. Decrease HMV violations at high accident locations through increased saturation enforcement (traffic arrests, citations and written warnings) with special emphasis on speed and DWI.
3. Increase awareness of traffic safety issues through education, improved media relations and partnerships.

STRATEGIES & ACTIVITIES

HMV Enforcement: One or more officers patrolled around high traffic crash locations during times that were considered beneficial to the reduction of traffic crashes. Officers searched for violators committing hazardous moving violations and occupant restraint violations. Officers worked 510 overtime hours and issued 1,062 HMV citations, 39 seat belt citations and 1 child restraint citation.

DWI Enforcement: One or more officers patrolled high alcohol-related crash locations in search of impaired drivers. The project was conducted between 10:00 PM and 3:00 AM on Friday, Saturday, Sunday or holidays. Officers worked 396.5 overtime hours and made 44 DWI arrests. In addition, officers issued 286 other HMV citations and 13 seat belt citations.

Sobriety Checkpoints: Two checkpoints were conducted. Media releases were made prior to the checkpoints to provide a greater deterrent. On 12/17/99, a checkpoint was conducted at Bayless Road and Interstate 55 at which 8 officers and 2 sergeants conducted approximately 85 field sobriety tests. Six DWI arrests were made and 55 seat belt citations were issued. On 8/18/00 a checkpoint was conducted at Seven Hills and West Florissant at which 8 officers and one sergeant made five DWI arrests and issued 41 HMV citations and 7 seat belt citations.

RESULTS

They achieved the goal of reducing local traffic crashes and the severity of those crashes. Between 10/1/99 and 06/30/00, the department investigated 6,864 traffic crashes (16 fatal, 1,672 injury and 5,176 property damage). During the same period prior to the grant, the department investigated 7,802 traffic crashes (12 fatal, 1,944 injury and 5,846 property damage). This is a 12% reduction overall in traffic crashes and a 13.9% reduction in injury and fatal accidents combined.

In addressing whether they achieved the objective of increasing occupant restraint usage, they examined the number of citations issued during the grant period and the same period prior to the grant. The department issued 400 occupant restraint violations during the grant period and 379 occupant restraint violations during the same period before the grant. In addition, they examined accident reports and found that during the grant period, approximately 74.7% of drivers were wearing seat belts. During the same period prior to the grant, 76.6% of drivers involved in accidents were wearing seat belts. Since the numbers are nearly identical, occupant restraint usage appears to have remained the same.

The only way to measure the impact of hazardous moving violations at high crash locations is to determine if the number of crashes increased or decreased. Because the total number of crashes has been reduced, as stated above, it can be deduced that the number of HMVs has also decreased.

The department continues to increase the awareness of traffic safety issues through education in the Arrive Alive Program and various neighborhood meetings, media releases, and participation in LETSAC and Operation Impact.

GRANT ENFORCEMENT ACTIVITIES ANNUAL REPORT

Project Number: 00-PT-02-79Year: 1999 - 2000Agency Name: St. Louis County Police Department

	Entire Department	HMV Enforcement	Occupant Restraint Enforcement	DWI Enforcement	Youth Alcohol Enforcement	Other Project Sobriety checkpts (Please Describe)
DWI Arrests	1,119	0		44		11
Speeding Violations	15,649	760		109		0
HMV Violations	9,480	302		177		41
TOTAL HMV VIOLATIONS <small>(A total of the three above categories)</small>	26,248	1,062		330		52
Seat Belt Violations	238	39		13		62
Child Restraint Violations	162	1		0		0
Number of Traffic Stops		1,206		455		935
Number of Hours Worked		510		396.5		114.5

Total number of crashes for grant contract period (October 1, 1999 – September 30, 2000):

Fatal 16 Injury 1,672 Property Damage 5,176

NOTE: Crash statistics are only for 10/1/99 – 6/30/00 because data is not yet available for last three months of grant period.

Reporting Officer's Name: P.O. David Stuckmeyer, DSN 2745

HMV/SPEED/DWI ENFORCEMENT—ST. LOUIS CITY

PROJECT NUMBER: PT-02-80

PROGRAM AREA

Police Traffic Services

JURISDICTION SIZE

Population—360,000

TYPE OF JURISDICTION

Urban

TARGETED POPULATION(S)

All drivers; aggressive & drinking drivers

PROJECT CHARACTERISTICS

This project provided overtime funding to: 1) conduct Speed enforcement at high accident locations on the interstates within the City; 2) conduct Hazardous Moving Violations (speed, signal, sign violations) enforcement at the top ten high accident intersections; and 3) conduct DWI saturation enforcement in locations where drinking and driving occurs frequently.

PROBLEM IDENTIFICATION

- Speeding—Problem locations were determined by high accident locations and fatalities on the interstates where excessive speed was the contributing factor.
- Hazardous Moving Violations—Problem locations were determined by the top ten accident intersections where excessive speed and signal violations were the contributing factors.
- DWI—Problem locations were determined by two factors: 1) High accident locations where alcohol was a contributing factors; and 2) Locations where drinking and driving, in general, is a problem (particularly in areas with high concentrations of drinking establishments).

GOALS AND OBJECTIVES

To reduce the number of traffic crashes and fatalities attributable to speeding, drinking and driving, and other hazardous moving violations.

STRATEGIES & ACTIVITIES

- Determine the locations of high accident intersections (utilizing computer-generated statistics) in order to enforce traffic signal violations
- Conduct DWI saturation enforcement at football games and in areas where there is a heavy concentration of establishments that serve alcohol.

RESULTS

The Police Department was only able to work the saturation enforcement for 3 months (July 1 through September 30, 2000) due to circumstances beyond their control. Therefore, it was difficult to determine the impact on crashes and DWI violations due to the short enforcement period.

GRANT ENFORCEMENT ACTIVITIES ANNUAL REPORT

Project Number: 00-PT-02-80Year: 1999-2000Agency Name: Saint Louis Metropolitan Police Department

	Entire Department	HMV Enforcement	Occupant Restraint Enforcement	DWI Enforcement	Youth Alcohol Enforcement	Other Project (Please Describe)
DWI Arrests	265			26		1
Speeding Violations	3999	828		9		210
HMV Violations	7140	176		72		549
TOTAL HMV VIOLATIONS (A total of the three above categories)	11404	1104		107		760
Seat Belt Violations	852	98		7		101
Child Restraint Violations	101	6		0		9
Number of Traffic Stops		737		212		432
Number of Hours Worked		144		84		116

Total number of crashes for grant contract period (October 1, 1999 - September 30, 2000):

Fatal 39 Injury 5244 Property Damage 16790Reporting Officer's Name Sgt. Paul Lauer

HMV ENFORCEMENT—ST. PETERS

PROJECT NUMBER: PT-02-81

PROGRAM AREA

Police Traffic Services

JURISDICTION SIZE

City of St. Peters—Population 57,000

TYPE OF JURISDICTION

Urban

TARGETED POPULATION(S)

All Drivers

PROJECT CHARACTERISTICS

Speeding & Aggressive Driving: Enforcement efforts set up in locations where speeding and aggressive driving had resulted in fatal and serious crashes. It was the intent that through high visibility, driver behavior would be changed resulting in a decrease in fatal and serious accident totals.

DWI: Assign officers to perform enforcement action directed towards intoxicated drivers during peak times for these violations. All holidays and weekends were targeted. An in-car video system was purchased to be used in the recording of DWI evidence.

PROBLEM IDENTIFICATION

Speeding & Aggressive Driving: The areas worked had a history of fatal and serious crashes. Most of the crashes resulted from an aggressive style of driving by the parties involved in the crashes. Without a change in driver behavior, the crashes would continue.

DWI Enforcement: In 1998 this department made a total of 286 DWI arrests. Of these arrests 18.18% (52) were under the age of 21. Using state analysis for FY '96-98, the City of St. Peters ranked 9.5 statewide in alcohol-involved traffic crashes (192 crashes).

For the contract FY 99-2000 the city of St. Peters had 31 alcohol-related accidents; 291 DWI arrests were made.

GOALS AND OBJECTIVES

Reduce local traffic crashes (in high accident locations) and the severity of these crashes thereby impacting the overall statewide traffic crash death and injury rate.

STRATEGIES & ACTIVITIESSpeeding & Aggressive Driving:

- Officers were assigned to work high accident and violation areas either in groups or by themselves. It appeared that the group actions had better results because they allowed the officers to stop more violators, which made a greater impression on the public.
- The project was run on good weather days. On days of group operations, the motorcycle officer served as the radar operator which allowed him to get in better positions to observe the area for violators. The laser radar unit (purchased through this grant) was also utilized. The addition of the laser greatly assisted the officers in working congested areas.
- All officers assigned to this operation were recruited because of their traffic enforcement ability. Officers were encouraged to write multiple violations when possible. A zero tolerance policy was in place for occupant restraint violations and motor vehicle insurance proof. They also had a zero tolerance policy in place for large trucks speeding.

DWI Enforcement:

- Officers were assigned to strictly enforce all laws that dealt with alcohol and DWI. Officers who had shown an aggressive enforcement attitude toward alcohol-related violations were recruited, but only those officers trained in SFST were allowed to work the project.
- Officers were assigned to work in semi-marked and unmarked patrol units. Enforcement time and days were scheduled during peak DWI and alcohol violation times. The officers were assigned to four-hour blocks of enforcement and were required to make at least three stops per hour.
- All arrests for DWI were sent to state court for prosecution.

- Officers were encouraged to write multiple violations when possible. A zero tolerance policy was in effect for occupant restraint violations and vehicle insurance proof.
- This operation received complete support from all road supervisors.

RESULTS

Speeding & Aggressive Driving:

Using state accident information on number of fatal and injury accidents, it appears that there was a reduction in this category.

- FY '96 – FY '98: 1,372 fatal and injury accidents averaging 457 per year
 - October 1, 1999 to September 30, 2000: 369 fatal (3) and injury accidents—88 fewer accidents
- Considering the growth of the area, this project appears to be very successful.

DWI Enforcement:

Utilizing state accident information, and what information was available locally, it appears that as much as a 50% drop in alcohol-related crashes occurred.

Overall (speeding, aggressive driving, and DWI):

One obstacle encountered was the implementation of new computer software in the Police Department. This software was implemented on June 1, 2000 and, due to continual problems, was taken back out of service at the beginning of October 2000. The result was that they were unable to report statistics for the entire department. They are currently in the process of re-entering all past information, but no timetable for the completion has been set. They also experienced a problem loading the new MOTIS software for 2000, putting them back approximately 6 months on information data.

The statistics for the entire department (provided on the following Grant Enforcement Activities Report) were obtained through St. Peters municipal court. Only the tickets issued through municipal court are reported. The tickets that were issued through state court cannot be reported at this time. Since very few tickets are issued through state court, the missing ticket count should be very minimal.

The only exception to the above is total DWI arrests. All DWI arrests were sent to state court. These violations were tracked by a different system, and the total count is accurate.

The police department information officer was kept informed of all operations and results, which were provided to the local news media. The media, however, have not printed any of the information.

GRANT ENFORCEMENT ACTIVITIES ANNUAL REPORT

Project Number: 00-PT-02-81Year: October 1, 1999 to September 30, 2000Agency Name: St. Peters Police Department

	Entire Department	HMV Enforcement	Occupant Restraint Enforcement	DWI Enforcement	Youth Alcohol Enforcement	Other Project (Please Describe)
DWI Arrests	291	0		22		
Speeding Violations	4535	325		115		
HMV Violations	2634	19		28		
TOTAL HMV VIOLATIONS <small>(A total of the three above categories)</small>	7460	344		165		
Seat Belt Violations	1289	60		19		
Child Restraint Violations	40	4		0		
Number of Traffic Stops		402		301		
Number of Hours Worked		126.5		142.5		

Total number of crashes for grant contract period (October 1, 1999 – September 30, 2000):

Fatal 3Injury 366Property Damage 1263Reporting Officer's Name Sergeant R. David Bedsworth 106

HMV/DWI ENFORCEMENT—TOWN & COUNTRY

PROJECT NUMBER: PT-02-82

PROGRAM AREA

Police Traffic Services

JURISDICTION SIZE

Town and Country, Population 12,000

TYPE OF JURISDICTION

Urban

TARGETED POPULATION(S)

All Drivers

PROJECT CHARACTERISTICS

This project was structured to provide the Town and Country Police Department with overtime funding, to conduct traffic enforcement at a rate above what current on-duty personnel can achieve. The officers assigned to the overtime enforcement are responsible only for traffic enforcement of hazardous moving violations and alcohol-related violations and they are not required to handle radio calls for general police services. In addition to the overtime reimbursement, this project provided funding for the purchase of additional RADAR units for the personnel working the overtime enforcement.

PROBLEM IDENTIFICATION

Motor vehicle crash statistics for the City of Town and Country indicated that over one-fourth of all fatal and personal injury crashes in the year preceding this project were caused by drivers committing hazardous moving violations. These statistics also showed that speeding during the daytime hours associated with commuter traffic was a major causation factor of the reported crashes. Additional overtime enforcement was needed to address the violation problem.

In addition to the problem with speeding and HMV violations, crashes related to alcohol decreased only 1%, even though DWI enforcement increased 38%. The volume of intoxicated drivers continued to be a problem that could not be addressed without overtime assistance.

GOALS AND OBJECTIVES

GOAL: Reduce local traffic crashes and the severity of these crashes thereby impacting the overall statewide traffic crash death and injury rate.

OBJECTIVES:

- Increase occupant restraint usage, over baseline rate prior to start of contract, through enforcement (traffic arrests, citations and written warnings).
- Decrease HMV violations at high accident locations through increased saturation enforcement (traffic arrests, citations and written warnings) with special emphasis on speed and DWI.
- Increase traffic safety awareness through education, improved media relations, and partnerships.

STRATEGIES & ACTIVITIES

- Participation in the Operation Impact Enforcement Campaign (twice monthly)
- Participation in Operation ABC during November of 1999
- Media releases regarding safety belt and child restraint use and enforcement campaigns
- Media releases regarding holiday driving and increased enforcement efforts
- Participation in multi-jurisdictional DWI Wolf Pack enforcement

RESULTS

- Increased safety belt and child restraint enforcement by 22%
- Conducted 2 Child Safety Seat Clinics
- Sent out Media releases for the above clinics and in conjunction with DWI enforcement
- Conducted a total of 228 hours of overtime DWI and HMV saturation patrols resulting in: 406 traffic stops; 286 speeding citations; 90 HMV citations; 42 Safety Belt citations; 27 non-HMV citations; and 25 DWI arrests
- Partnered with 3 neighboring departments for DWI Wolf Pack enforcement
- Purchased 3 IACP-approved hand-held RADAR units

GRANT ENFORCEMENT ACTIVITIES ANNUAL REPORT

Project Number: 00-PT-02-82Year: 1999/2000Agency Name: Town and Country Police Department

	Entire Department	HMV Enforcement	Occupant Restraint Enforcement	DWI Enforcement	Youth Alcohol Enforcement	Other Project (Please Describe)
DWI Arrests	517	0	N/A	22	N/A	N/A
Speeding Violations	5286	235	N/A	51	N/A	N/A
HMV Violations	1794	14	N/A	76	N/A	N/A
TOTAL HMV VIOLATIONS <small>(A total of the three above categories)</small>	7597	249	N/A	149	N/A	N/A
Seat Belt Violations	1153	26	N/A	15	N/A	N/A
Child Restraint Violations	31	0	N/A	0	N/A	N/A
Number of Traffic Stops		215	N/A	191	N/A	N/A
Number of Hours Worked		106	N/A	122.5	N/A	N/A

Total number of crashes for grant contract period (October 1, 1999 – September 30, 2000):

Fatal 0Injury 274Property Damage 587Reporting Officer's Name Lt. Patrick Kranz

HMV ENFORCEMENT—UNION

PROJECT NUMBER: PT-02-83

PROGRAM AREA

Police Traffic Services

JURISDICTION SIZE

Population 8,000

TYPE OF JURISDICTION

Urban

TARGETED POPULATION(S)

All Drivers

PROJECT CHARACTERISTICS

This project provide overtime funding for the Union Police Department to enforce hazardous moving violations in an attempt to impact and decrease the amount and seriousness of accidents that were occurring in the City of Union. By initiating this program, officers were allowed to work exclusively on traffic enforcement during the peak hours of the traffic flow at high accident locations.

PROBLEM IDENTIFICATION

The City of Union has seen a dramatic increase in the amount of traffic flow through the city in the past few years and, as a result, accidents have been steadily increasing as have the amount of injuries associated with the accidents. This program was designed to increase Officer presence during those peak times identified through statistical analysis, and to cite the offenders that were observed.

GOALS AND OBJECTIVES

The goal of this program was to reduce the amount of accidents, and the amount of personal injuries related to those accidents, and to increase officer presence in high accident locations.

STRATEGIES & ACTIVITIES

Traffic accident data (January – December 1998) was analyzed and high accident locations and the times of accidents were determined. Based upon statistical information, officers were assigned to work 2 to 4 hour shifts during peak traffic times in an attempt to locate hazardous drivers and cite them for any observed offenses. Officers worked areas at random, so as not to develop a pattern and shifts included both early morning and early evening.

RESULTS

Based upon statistical data provided by the Missouri State Highway Patrol, the City of Union experienced a decrease in the amount of personal injury accidents and fatalities from 1998 to 1999. There were a total of 92 personal injury accidents in 1998, and 76 in 1999 (17% decrease) and fatality accidents declined by two—no fatalities were reported in the City of Union for 1999.

Officers working through the program were able to focus exclusively on traffic enforcement in high accident locations in an attempt to apprehend the worst violators committing hazardous moving violations.

GRANT ENFORCEMENT ACTIVITIES ANNUAL REPORT

Project Number: 00-PT-02-83 Year : 2000

Agency Name: Union Police Department

	Entire Department	HMV Enforcement	Occupant Restraint Enforcement	DWI Enforcement	Youth Alcohol Enforcement	Other Project (Please Describe)
DWI Arrests	15	1	N/A	N/A	N/A	N/A
Speeding Violations	194	141	N/A	N/A	N/A	N/A
HMV Violations	78	9	N/A	N/A	N/A	N/A
TOTAL HMV VIOLATIONS <small>(A total of the three above categories)</small>	287	150	N/A	N/A	N/A	N/A
Seat Belt Violations	52	24	N/A	N/A	N/A	N/A
Child Restraint Violations	1	0	N/A	N/A	N/A	N/A
Number of Traffic Stops		227	N/A	N/A	N/A	N/A
Number of Hours Worked		170	N/A	N/A	N/A	N/A

Total number of crashes for grant contract period (October 1, 1999 – September 30, 2000):

Fatal 0 Injury 76 Property Damage 280

Reporting Officer's Name Arthur J. Amato DSN# 719

** Due to limited funding, the PTS Grant was only utilized from September 1, 1999 through March 31, 2000. The figures listed above represent the listed months, so a direct comparison can be made between departmental statistics, and statistics from the PTS Grant.

HMV/DWI ENFORCEMENT & ALCOHOL AWARENESS
UNIVERSITY OF MISSOURI-COLUMBIA

PROJECT NUMBER: PT-02-84

PROGRAM AREA

Police Traffic Services

TYPE OF JURISDICTION

University of Missouri-Columbia Campus

JURISDICTION SIZE

25,000 Students, 6,000 faculty and staff

TARGETED POPULATION(S)

College-aged drinking drivers

PROJECT CHARACTERISTICS

This project provided overtime funding for the University of Missouri Police Department to enforce hazardous moving violations and alcohol-related violations at high accident locations on campus.

PROBLEM IDENTIFICATION

Drinking among college students continues to be a significant problem. Risky driving behavior is also a major problem with young drivers. A college campus is a prime location for a high concentration of both of these problems. A creative attempt had to be made to enforce hazardous moving violations (including DWI) on the streets surrounding and running through the campus in an attempt to reduce crashes. The two highest crash locations on the university campus were identified as MO 763 and 740.

GOALS AND OBJECTIVES

To significantly reduce the number of alcohol-related traffic crashes by 10 percent and to increase the alcohol-related traffic arrests made during the peak hours of DWI offenses.

STRATEGIES & ACTIVITIES

Alcohol Enforcement: Project SAFETY (Stopping Alcohol From Endangering Today's Youth) patrolled MO.763 and MO.740, the two highest crash locations on campus, during selected weekends where a high amount of traffic was on campus. The sole purpose was to identify and apprehend alcohol-related traffic offenders to help protect the University's population and the surrounding community. Additional manpower came from regular patrol officers used on an overtime basis. The Department of Public Safety's "BAT VAN" was used for these events in order to decrease the arrest processing time and to increase visibility of the events. During each designated weekend of Project SAFETY, 4 officers worked on an overtime basis from 9:00 p.m. to 3:00 a.m. on Friday or Saturday nights.

HMV Enforcement: One officer was assigned to certain intersections of MO.740 and MO.763 during the high peak hours to vigorously enforce hazardous moving violations. The officer performed both mobile and stationary patrol to detect drivers that might be speeding as well. The officer worked 10 hours of overtime enforcement per month during the regular school year not counting the month of December or January. That equalled 7 months for a total of 70 hours of HMV enforcement.

Alcohol Awareness Projects: The UM Police Department and the campus A.D.A.P.T. group made alcohol awareness presentations where they discussed the dangers of alcohol abuse and driving while intoxicated.

RESULTS

The University of Missouri Police Department worked 148 hours of overtime enforcement where they stopped 298 vehicles and issued the following tickets: 136 speeding, 30 HMV, 5 seat belt violations, 9 Miscellaneous violations, 5 DWI's, and 90 verbal warnings for various violations.

Another 21 hours of overtime was used on Alcohol Awareness Projects with the campus A.D.A.P.T. group.

GRANT ENFORCEMENT ACTIVITIES ANNUAL REPORT

Project Number: 00-PT-02-84 Year : 1999-2000

Agency Name: University of Missouri Police Department

****PLEASE NOTE:** MUPD does not use "Written Warnings" only citations or verbal warnings. Please note the separation in HMV enforcement (tickets / verbal warnings)**

	Entire Department	HMV Enforcement	Occupant Restraint Enforcement	DWI Enforcement	Youth Alcohol Enforcement	Other Project (Please Describe)
DWI Arrests	85	0 / 0	0	5	0	0
Speeding Violations	539	134 / 44	0	2	0	0
HMV Violations	717	9 / 1	0	21	0	0
TOTAL HMV VIOLATIONS (A total of the three above categories)	1,341	143 / 45	0	28	0	0
Seat Belt Violations	5	1 / 0	0	4	0	0
Misc: Viol.	454	9 / 0	0	0	0	0
Child Restraint Violations	0	0 / 0				
Number of Traffic Stops		196	0	102	0	0
Number of Hours Worked		66.0	0	82.0	0	21.0

Total number of crashes for grant contract period (October 1, 1999 – September 30, 2000):

Fatal 0 Injury 47 Property Damage 418

Reporting Officer's Name Sandra Smith

HMV ENFORCEMENT—VINITA PARK

PROJECT NUMBER: PT-02-85

PROGRAM AREA

Police Traffic Services

JURISDICTION SIZE

Population 2000

TYPE OF JURISDICTION

Urban

TARGETED POPULATION(S)

All drivers; especially aggressive drivers

PROJECT CHARACTERISTICS

This project was designed to target moving violations and enforcement of all applicable traffic laws of the state and municipality. This targeted the entire city of Vinita Park, approximately one square mile.

PROBLEM IDENTIFICATION

Problem identification consisted of officers working a traffic detail solely for the purpose of identifying hazardous moving violators.

GOALS AND OBJECTIVES

Goal: To reduce the number of traffic crashes by enforcing hazardous moving violations that cause dangerous driving situations

STRATEGIES & ACTIVITIES

Strategies and activities included officers working four-hour blocks of overtime to conduct solely traffic enforcement.

RESULTS

The project resulted in 197 hazardous moving violation summonses, 97 seat belt and child restraint violation summonses, plus many other summonses issued for non-moving violations, expired plates, equipment violations, etc.

GRANT ENFORCEMENT ACTIVITIES ANNUAL REPORT

Project Number: 00-PT-02-85 Year: 1999-2000

Agency Name: Vinita Park Police Department

	Entire Department	HMV Enforcement	Occupant Restraint Enforcement	DWI Enforcement	Youth Alcohol Enforcement	Other Project (Please Describe)
DWI Arrests	Info Not	3				
Speeding Violations		118				
HMV Violations		76				
TOTAL HMV VIOLATIONS <small>(A total of the three above categories)</small>		197				
Seat Belt Violations		85				
Child Restraint Violations		12				
Number of Traffic Stops		326				
Number of Hours Worked		101				

Total number of crashes for grant contract period (October 1, 1999 - September 30, 2000):

Fatal 1 Injury 13 Property Damage 77

Reporting Officer's Name Sgt. Thomas Crowley #84

*Total number of department summonses not available at this time due to a computer problem.

HMV ENFORCEMENT—WASHINGTON

PROJECT NUMBER: PT-02-86

PROGRAM AREA

Police Traffic Services

JURISDICTION SIZE

Population: 15,000

TYPE OF JURISDICTION

Municipality

TARGETED POPULATION (S)

All Drivers

PROJECT CHARACTERISTICS

This project provided overtime funding for extra manpower and equipment to enforce hazardous moving violations within the City of Washington.

PROBLEM IDENTIFICATION

The project addressed the high crash areas within the city to reduce the overall number of crashes.

GOALS AND OBJECTIVES

To reduce crashes and the severity of these crashes, thereby, impacting the overall statewide traffic crash death and injury rate. To increase occupant restraint use, decrease hazardous moving violations and increase awareness of traffic safety issues.

STRATEGIES & ACTIVITIES

The Department conducted extra patrol in high crash areas, increased enforcement, and increased awareness through the media to accomplish the above goals and objectives.

RESULTS

Overall, total crashes for the same period was down by 11 crashes. There were no fatal accidents for this period. A number of additional arrests were also made that would not have been accomplished without the grant activities.

GRANT ENFORCEMENT ACTIVITIES ANNUAL REPORT

Project Number: 00-PT-02-86 Year : 1999-2000

Agency Name: WASHINGTON POLICE DEPARTMENT

	Entire Department	HMV Enforcement	Occupant Restraint Enforcement	DWI Enforcement	Youth Alcohol Enforcement	Other Project (Please Describe)
DWI Arrests	115	0		8		
Speeding Violations	511	211		0		
HMV Violations	430	45		0		
TOTAL HMV VIOLATIONS <small>(A total of the three above categories)</small>	1056	246		8		
Seat Belt Violations	230	46		31		
Child Restraint Violations	13	1		0		
Number of Traffic Stops	N/A	353		N/A		
Number of Hours Worked	N/A	131.25		20 OTHER ARRESTS		

Total number of crashes for grant contract period (October 1, 1999 – September 30, 2000):

Fatal 0 Injury 102 Property Damage 397

Reporting Officer's Name SGT. MIKE STAPP

HMV ENFORCEMENT—WOODSON TERRACE

PROJECT NUMBER: PT-02-87

PROGRAM AREA

Police Traffic Services

JURISDICTION SIZE

Woodson Terrace, Population 4,400

TYPE OF JURISDICTION

Urban

TARGETED POPULATION(S)

All Drivers

PROJECT CHARACTERISTICS

This project provided overtime funding to allow the Woodson Terrace Police Department to enforce hazardous moving violations.

PROBLEM IDENTIFICATION

A high number of traffic crashes are occurring on I-70 and adjacent State Routes, Hwy 115 (Natural Bridge) and Route EE (Woodson Rd.). Analysis indicates that the majority of these accidents are caused by speeding and other HMV's.

GOALS AND OBJECTIVES

Goal: To reduce local traffic crashes and the severity of these crashes thereby impacting the statewide total crash, death and injury rate.

Objectives:

- Increase occupant restraint usage
- Decrease hazardous moving violations at high accident locations through enforcement, with special emphasis on speed and DWI

STRATEGIES & ACTIVITIES

This project was designed to allow Woodson Terrace P.D. to place additional police traffic units in the field on selected days and times, and to work in cooperation with other area departments to enforce traffic laws.

RESULTS

Results were not as favorable as the department had hoped. Some goals were met; others were not. It should be noted that the program was actively worked for only a six-month period (March through Aug) due to the amount of funding available.

There was an overall increase of eight reported accidents during the period when compared to the average over the past three years. On the positive side, injury-producing accidents decreased by at least two and there were no fatalities.

GRANT ENFORCEMENT ACTIVITIES ANNUAL REPORT

Project Number: 00-PT-02-87Year : 1999 / 2000Agency Name: Woodson Terrace Police Department

	Entire Department	HMV Enforcement	Occupant Restraint Enforcement	DWI Enforcement	Youth Alcohol Enforcement	Other Project (Please Describe)
DWI Arrests	19	0				
Speeding Violations	223	56				
HMV Violations	130	12				
TOTAL HMV VIOLATIONS (A total of the three above categories)	372	68				
Seat Belt Violations	27	13				
Child Restraint Violations	16	2				
Number of Traffic Stops		96				
Number of Hours Worked		85				

Total number of crashes for grant contract period (October 1, 1999 – September 30, 2000):

Fatal 0Injury 20Property Damage 103

Reporting Officer's Name _____

HMV & DWI ENFORCEMENT/SOBRIETY CHECKPOINTS**ST. ANN**

PROJECT NUMBER: 00-PT-02-93

PROGRAM AREA

Police Traffic Services

JURISDICTION SIZE

City of St. Ann; Population 14,500

TYPE OF JURISDICTION

Urban, Suburb of Metropolitan Area

TARGETED POPULATION (S)

All Drivers

PROJECT CHARACTERISTICS

This project provided overtime funding for the St. Ann Police Department to conduct Sobriety Checkpoints, DWI saturation patrols (wolfpacks), safety belt enforcement, and Hazardous Moving Violation enforcement. Most of the HMV enforcement periods were conducted during "Operation Impact" days.

PROBLEM IDENTIFICATION

This project addressed problem areas such as high accident locations. The number of citations were increased in those area for speeding, stop sign and red light violations, Drunk Driving and other reckless driving problems.

GOALS AND OBJECTIVES

Goal: To reduce traffic crashes and the severity of these crashes thereby impacting the overall statewide traffic crash death and injury rate.

Objectives:

- To increase occupant restraint usage
- To decrease HMVs at high accident locations through increased saturation enforcement
- To increase awareness of traffic safety issues through education, media, and partnerships

STRATEGIES & ACTIVITIES

This department conducted sobriety checkpoints on Saturday nights, and DWI saturation patrols on Wednesdays, Fridays and Saturdays. Hazardous Moving Violation enforcement was conducted in 4-hour blocks on "Operation Impact" days. News releases were issued to the local newspapers.

RESULTS

This department arrested 146 drunk drivers—14 were arrested on overtime funds from this project. There were 2,432 speeding tickets issued—235 were issued on overtime during this project.

There were 1,796 HMV violations issued—93 were issued under this project.

There were 1,378 total seatbelt violations issued—172 were issued during this project.

The enforcement results were better for HMV enforcement periods than they were for DWI enforcement periods. Many officers have been working these projects for years and prefer not to be restricted to Friday and Saturday nights. Any night of the week is a good night for D.W.I. saturation patrols. The St. Ann Police Department feels that departments conducting such enforcement should have the ability to be flexible when scheduling officers.

GRANT ENFORCEMENT ACTIVITIES ANNUAL REPORT

Project Number: 00-PT-02-93Year: October, 1999 September, 2000Agency Name: St. Ann Police Department

	Entire Department	HMV Enforcement	Occupant Restraint Enforcement	DWI Enforcement	Youth Alcohol Enforcement	Other Project (Please Describe)
DWI Arrests	146	0		9		DWI Check points 5
Speeding Violations	2432	187		46		2
HMV Violations	1796	47		19		27
TOTAL HMV VIOLATIONS (A total of the three above categories)	4374	234		74		34
Seat Belt Violations	1378	114		22		36
Child Restraint Violations	40	0		1		1
Number of Traffic Stops		245		68		163
Number of Hours Worked		172		84.5		71.25

Total number of crashes for grant contract period (October 1, 1999 – September 30, 2000):

Fatal 1Injury 99Property Damage 366Reporting Officer's Name Sgt. Bob Ronkoski, Traffic Division Commander

AIRCRAFT SPEED ENFORCEMENT—MSHP

PROJECT NUMBER: PT-02-94

PROGRAM AREA

Police Traffic Services

JURISDICTION SIZE

Approximately 3.9 million licensed drivers

TYPE OF JURISDICTION

Statewide

TARGETED POPULATION(S)

Speeding and Aggressive drivers

PROJECT CHARACTERISTICS

The funding for this project allowed for purchasing of aircraft fuel used in speed enforcement and overtime pay for pilots conducting aircraft speed enforcement.

PROBLEM IDENTIFICATION

In 1998, 439 lives (37.6% of all fatalities) were lost on Missouri highways due to excessive speed. Another 17,730 persons were injured as well as millions of dollars of property damage were caused by the same reason. In all, there were over 30,595 speed-related traffic crashes in Missouri during 1998.

GOALS AND OBJECTIVES

To reduce fatality crashes, reduce severity of crashes, obtain compliance of posted speed limit and reduce the speed at which motorists travel on roadways in adverse conditions.

STRATEGIES & ACTIVITIES

Strict enforcement of the speed limits using Patrol aircraft.

RESULTS

There was a decrease of 6.8% in the rate of change when comparing total 1999 speed-related crashes with those in 1998. There was a decrease of 13.2% when comparing 1999 fatal speed-related traffic crashes with 1998.

GRANT ENFORCEMENT ACTIVITIES ANNUAL REPORT

Project Number: 00-PT-02-94Year : 2000Agency Name: Missouri State Highway Patrol

	Entire Department	HMV Enforcement	Occupant Restraint Enforcement	DWI Enforcement	Youth Alcohol Enforcement	Other Project (Please Describe)
DWI Arrests						
Speeding Violations		14126				
HMV Violations		5458				
TOTAL HMV VIOLATIONS (A total of the three above categories)		19584				
Seat Belt Violations						
Child Restraint Violations						
Number of Traffic Stops		1314				
Number of Hours Worked		2577.4				

Total number of crashes for grant contract period (October 1, 1999 – September 30, 2000):

Fatal _____

Injury _____

Property Damage _____

Reporting Officer's Name Lt. William Cottom

LAPTOP COMPUTER & PROJECTOR PURCHASE—MSHP

PROJECT NUMBER: PT-02-95

PROGRAM AREA

Police Traffic Services

JURISDICTION SIZE

Statewide

TYPE OF JURISDICTION

Statewide

TARGETED POPULATION(S)

All Persons attending traffic awareness programs

PROJECT CHARACTERISTICS

This project was designed to upgrade the methods by which MSHP Public Information Officers (PIO's) make safety presentations to the public. A laptop computer was purchased for each of the twelve PIO's and ten Proxima projectors were purchased for use by the PIO's in making their presentations.

PROBLEM IDENTIFICATION

Safety presentations are one of the most tools the Highway Patrol has to disseminate programs that address crash reduction, safe and sober driving, safety belt and child restraint usage, driving at a safe speed, and many other traffic safety messages. These presentations educate the public, especially school age drivers, about the consequences their choices and actions create. In order to hold the attention of today's drivers, and especially the computer literate high school age student, the Patrol needs to provide programs that are dynamic and most conducive to the learning environment of the world today. The old program methods that utilize slides and overheads have very little impact on today's audiences. With the purchase of the laptops and projectors, our officers were able to move their presentations into the "computer age".

GOALS AND OBJECTIVES

1. Provide quality, multimedia, computer generated traffic safety presentations to officers in areas directly affecting safety upon the state's highways.
2. Share programs with different PIO's by accessing a database that has successful programs.
3. Access safety programs created by the Division of Highway Safety and other safety oriented agencies in a timely and efficient manner.
4. Make MSHP traffic safety programs available to other entities as needed.

STRATEGIES & ACTIVITIES

The Patrol has purchased the laptops and the projectors and has distributed them to the PIO's as planned. Each officer has designed several safety programs for the own use and has placed those programs on the Patrol's LAN. The PIO's have utilized programs created by the Division of Highway Safety ("Elementary" & "Young Drivers") and shared successful programs via the LAN. The officers have also been able to utilize the Internet through their laptops to enhance their programs and contact safety education web sites for statistics and program ideas.

RESULTS

The laptops and projectors have been in use since March, 2000. Considering the time needed to learn Power Point and to become comfortable with the new equipment, the PIO's have made enormous strides with their presentations. At the October 2000, quarterly meeting each PIO reported tremendous success with the laptops and projectors. Well over 75% of all programs presented to the public are now made utilizing the new laptops. The officers were highly complimentary of the new system and were very expressive in impact the new system is having on the people they make presentations to. Since the laptops were received in March, it's estimated that over 680 presentations have been made by the PIO's utilizing the laptops, which reached over 33,000 people. These figures are for the time period March 1, 2000, through September 30, 2000.

CONFERENCES/TRAINING—MSHP

PROJECT NUMBER: PT-02-96

PROGRAM AREA

Police Traffic Services

JURISDICTION SIZE

Statewide

TYPE OF JURISDICTION

Statewide

TARGETED POPULATION(S)

Missouri State Highway Patrol Officers

PROJECT CHARACTERISTICS

This proposal allowed the Missouri State Highway Patrol to send officers to Leadership/Skill Enhancement training courses, seminars and conferences.

PROBLEM IDENTIFICATION

Leadership/Skill Enhancement training for law enforcement is paramount in providing practical instruments for officers to use. Officers are making decisions that will lead their organization into the 21st century. With an eye on the future, an extremely knowledgeable and well-respected agency can provide communities with safer roadways on which to travel.

GOALS AND OBJECTIVES

To provide quality police training to officers in areas directly affecting safety upon the state's highways and make training related to highway safety issues available to officers who serve in executive, managerial, and administrative positions within the Missouri State Highway Patrol.

STRATEGIES & ACTIVITIES

In order to effectively investigate traffic crashes officers must have access to state-of-the-art, credible training. Attendance at national recognized traffic crash related training sessions better prepared our agency to enforce traffic law and promote safety upon the highways.

RESULTS

- IACP-Mid Year Conference (2) officers
- CARE Conference (4) officer
- IACP Highway Safety Meeting (2) officers
- In-Car Video Training (4) officers and (1) Communications Representative
- Racial Profiling Symposium (2) officers
- LETSAC (3) officers

GRADUATED DRIVERS LICENSING (GDL) **COMPUTER MODIFICATIONS**

PROJECT NUMBER: PT-02-97

PROGRAM AREAS

Police Traffic Services

JURISDICTION SIZE

Statewide

TYPE OF JURISDICTION

Statewide

TARGETED POPULATION(S)

Beginning drivers

PROJECT CHARACTERISTICS

This project enabled modification of the driver's license and the licensing system necessary to implement Missouri's new Graduated Drivers License.

PROBLEM IDENTIFICATION

During the 90th General Assembly, SB 19 was passed, which requires major changes to Missouri's drivers licensing procedures, including a new graduated driver licensing system. Effective January 1, 2001, driver licenses applicants who are 15 years of age can apply for a temporary instruction permit and applicants age 16 to 18 can apply for an intermediate driver license. To qualify for a license, applicants 16 to 18 must have had a temporary permit for at least six months, obtained parental permission to obtain a license and can provide proof from a parent or guardian that they have received 20 hours of supervised driving. Drivers with an intermediate license are banned from driving alone between the hours of 1 a.m. and 5 a.m., unless traveling to and from school, or a job, or in emergency situations. Applicants meeting certain conditions can apply for a full license at the age of 18.

GOALS AND OBJECTIVES

To implement numerous modifications to the Department of Revenue's driver license computer system to accommodate a graduated drivers license system by January 1, 2001, the effective date of the statute.

STRATEGIES & ACTIVITIES

- Modify the drivers license over-the-counter system to change the Date of Birth edit in order to allow for a permit at age 15
- Create a computer-generated document to be signed by the parent/guardian to verify 20 hours behind-the-wheel driving experience and permission requirements
- Create a new license header and format in order to develop a readily distinguishable indicator for the Intermediate License from all other licenses
- Implement system changes which will prevent the "graduation" to full licensure if licensees have been convicted of moving violations requiring the assessment of points
- Modify the license fee accounting system to accommodate the fee for the Intermediate License

RESULTS

The Department of Revenue Staff worked with the licensing vendor, Polaroid, to finalize the Business Requirements and Detailed Design Documents. Polaroid completed initial programming. The Department of Revenue has begun testing the system by conducting acceptance testing and is working closely with Polaroid on any programming modifications. (This project was only partially funded by Highway Safety)

INTERSTATE ENFORCEMENT—MSHP

PROJECT NUMBER: PT-02-98

PROGRAM AREA

Police Traffic Services

JURISDICTION SIZE

Approximately 3.9 million licensed drivers

TYPE OF JURISDICTION

Statewide

TARGETED POPULATION(S)

Speeding & Aggressive Drivers; Commercial Motor Vehicles

PROJECT CHARACTERISTICS

This project provided overtime funding for Missouri State Highway Patrol troopers to conduct special enforcement project concentrated on Interstates 44, 55, and 70. Its focus was on reducing fatal traffic crashes. Troopers assigned to CHIP strictly enforced the speed limit, DWI laws, and seat belt/child restraint laws. Troopers watched closely for aggressive drivers; those following too closely, passing on the right, or failing to signal when changing lanes.

PROBLEM IDENTIFICATION

In 1998, Missouri had a total of 194,984 traffic crashes. The economic loss associated with these traffic crashes was estimated to be \$3,240,900. In these traffic crashes, 0.5 % (1,017) involved one or more persons being killed in the incident. In addition, 26.3 % (51,204) involved no person being killed, but one or more person being injured in the incident. A total of 1,169 persons died in Missouri traffic crashes. One person was killed every 7.5 hours. A total of 79,746 persons were injured in traffic crashes, one person every 6.6 minutes.

GOALS AND OBJECTIVES

Positively impact traffic problems throughout the state by reducing crashes on the STEP highways, heighten the awareness of the risks of drunk driving and increase compliance with the speed limit and the seat belt law.

STRATEGIES & ACTIVITIES

The operations were conducted during time periods that reflected the four highest incidents of crashes by time of day and day of week. The operations were conducted over a 17-week period and included statewide publicity via the media, both before and after the operation.

RESULTS

CMV TRAFFIC VIOLATIONS: The total number of CMV traffic violations issued during CHIP program periods increased 9.3% over the number of CMV traffic violations issued during pre-CHIP periods. The largest increase in these violations occurred in Troop I (I-44) where CMV traffic violations increased from 275 in pre-CHIP periods to 754 in CHIP periods (+174.2%).

The number of CMV speeding violations issued during CHIP program periods increased 153.6% compared to the number issued in pre-CHIP periods. The greatest change in issued CMV speeding violations occurred in Troop D (I-44) where they increased from 43 in pre-CHIP periods to 147 in CHIP periods (+241.9%).

Compared to the number issued in pre-CHIP periods, the number of log book violations increased 3.5% during CHIP program periods. The greatest change in these violations occurred in troop I (I-44) where CMV log book violations increased from 59 in pre-CHIP periods to 163 in CHIP periods (+176.3%).

CMV hazardous traffic violations increased 5.5% in CHIP program periods compared to those issued in pre-CHIP periods.

The number of CMV CDL violations increased 32.4% during CHIP program periods compared to the number in pre-CHIP periods.

MISSOURI STATE HIGHWAY PATROL
CONCENTRATED HIGHWAY PROJECT EVALUATION
ALL TROOPS

	Pre-Test Phase I	CHIP Phase I 2/22/00-3/31/00	Phase I Rate Of Change	Pre-Test Phase II	CHIP Phase II 4/1/00-6/30/00	Phase II Rate Of Change	Pre-Test Total	CHIP Total 2/22/00-6/30/00	CHIP Total Rate Of Change
Traffic Violations / CMV									
DWI	1	1	0.0%	1	11	1000.0%	2	12	500.0%
Speeding	142	367	158.5%	300	754	151.3%	442	1121	153.6%
CDL	24	26	8.3%	44	64	45.5%	68	90	32.4%
Other Hazardous	56	119	112.5%	120	173	44.2%	176	292	65.9%
Hazardous	567	583	2.8%	1456	1552	6.6%	2023	2135	5.5%
Log Book	395	463	17.2%	912	890	-2.4%	1307	1353	3.5%
Seat Belt	3	9	200.0%	7	18	157.1%	10	27	170.0%
Other	1511	1361	-9.9%	3028	2970	-1.9%	4539	4331	-4.6%
Total	2699	2929	8.5%	5868	6432	9.6%	8567	9361	9.3%
Traffic Violations / All Vehicles									
DWI	121	139	14.9%	363	289	-20.4%	484	428	-11.6%
Speeding	3752	8199	118.5%	9270	13982	50.8%	13022	22181	70.3%
Other Hazardous	376	675	79.5%	1010	1104	9.3%	1386	1779	28.4%
Hazardous	668	792	18.6%	1685	1851	9.9%	2353	2643	12.3%
Seat Belt	910	1982	117.8%	2229	3110	39.5%	3139	5092	62.2%
Other	2559	3658	42.9%	5815	6569	13.0%	8374	10227	22.1%
Total¹	8386	15445	84.2%	20372	26905	32.1%	28758	42350	47.3%
Warrants / CMV	6	4	-33.3%	10	8	-20.0%	16	12	-25.0%
Warrants / All Vehicles	149	350	134.9%	394	541	37.3%	543	891	64.1%
Arrests									
Total Misdemeanors	--	558	--	--	948	--	--	1506	--
Total Felony Arrests	--	15	--	--	17	--	--	32	--
Total All Violations	--	573	--	--	965	--	--	1538	--
Total Warnings	--	720	--	--	940	--	--	1660	--
Calls For Service	--	162	--	--	183	--	--	345	--
Services Rendered	--	410	--	--	442	--	--	852	--
Crashes Worked	--	26	--	--	30	--	--	56	--

¹ Total does not include CDL, logbook, or unknown traffic violations

MISSOURI STATE HIGHWAY PATROL
CONCENTRATED HIGHWAY PROJECT EVALUATION
TROOP A

	Pre-Test Phase I	CHIP Phase I 2/22/00-3/31/00	Phase I Rate Of Change	Pre-Test Phase II	CHIP Phase II 4/1/00-6/30/00	Phase II Rate Of Change	Pre-Test Total	CHIP Total 2/22/00-6/30/00	CHIP Total Rate Of Change
Traffic Violations / CMV									
DWI	0	0	0.0%	0	5	-	0	5	-
Speeding	43	36	-16.3%	51	125	145.1%	94	161	71.3%
CDL	1	1	0.0%	2	2	0.0%	3	3	0.0%
Other Hazardous	18	15	-16.7%	33	32	-3.0%	51	47	-7.8%
Hazardous	113	105	-7.1%	388	395	1.8%	501	500	-0.2%
Log Book	135	110	-18.5%	251	189	-24.7%	386	299	-22.5%
Seat Belt	1	1	0.0%	1	2	100.0%	2	3	50.0%
Other	385	383	-0.5%	915	1009	10.3%	1300	1392	7.1%
Total	696	651	-6.5%	1641	1759	7.2%	2337	2410	3.1%
Traffic Violations / All Vehicles									
DWI	37	24	-35.1%	66	67	1.5%	103	91	-11.7%
Speeding	643	970	50.9%	1543	2301	49.1%	2186	3271	49.6%
Other Hazardous	75	78	4.0%	192	184	-4.2%	267	262	-1.9%
Hazardous	137	150	9.5%	428	464	8.4%	565	614	8.7%
Seat Belt	221	221	0.0%	484	569	17.6%	705	790	12.1%
Other	655	832	27.0%	1495	1925	28.8%	2150	2757	28.2%
Total¹	1768	2275	28.7%	4208	5510	30.9%	5976	7785	30.3%
Warrants / CMV	1	0	-100.0%	4	2	-50.0%	5	2	-60.0%
Warrants / All Vehicles	63	95	50.8%	133	135	1.5%	196	230	17.3%
Arrests									
Total Misdemeanors	--	51	--	--	227	--	--	278	--
Total Felony Arrests	--	1	--	--	2	--	--	3	--
Total All Violations	--	52	--	--	229	--	--	281	--
Total Warnings	--	42	--	--	195	--	--	237	--
Calls For Service	--	8	--	--	12	--	--	20	--
Services Rendered	--	15	--	--	24	--	--	39	--
Crashes Worked	--	0	--	--	1	--	--	1	--

¹ Total does not include CDL, logbook, or unknown traffic violations

MISSOURI STATE HIGHWAY PATROL
CONCENTRATED HIGHWAY PROJECT EVALUATION
TROOP C

	Pre-Test Phase I	CHIP Phase I 2/22/00-3/31/00	Phase I Rate Of Change	Pre-Test Phase II	CHIP Phase II 4/1/00-6/30/00	Phase II Rate Of Change	Pre-Test Total	CHIP Total 2/22/00-6/30/00	CHIP Total Rate Of Change
Traffic Violations / CMV									
DWI	1	0	-100.0%	0	2	-	1	2	100.0%
Speeding	25	68	172.0%	60	151	151.7%	85	219	157.6%
CDL	6	2	-66.7%	10	11	10.0%	16	13	-18.8%
Other Hazardous	15	62	313.3%	29	43	48.3%	44	105	138.6%
Hazardous	356	360	1.1%	798	834	4.5%	1154	1194	3.5%
Log Book	131	178	35.9%	353	357	1.1%	484	535	10.5%
Seat Belt	1	0	-100.0%	1	8	700.0%	2	8	300.0%
Other	475	383	-19.4%	909	747	-17.8%	1384	1130	-18.4%
<i>Total</i>	1010	1053	4.3%	2160	2153	-0.3%	3170	3206	1.1%
Traffic Violations / All Vehicles									
DWI	38	68	78.9%	185	107	-42.2%	223	175	-21.5%
Speeding	1024	2482	142.4%	2981	3785	27.0%	4005	6267	56.5%
Other Hazardous	161	323	100.6%	412	421	2.2%	573	744	29.8%
Hazardous	399	444	11.3%	917	942	2.7%	1316	1386	5.3%
Seat Belt	335	843	151.6%	1005	1164	15.8%	1340	2007	49.8%
Other	772	1193	54.5%	1906	1899	-0.4%	2678	3092	15.5%
<i>Total¹</i>	2729	5353	96.2%	7406	8318	12.3%	10135	13671	34.9%
Warrants / CMV	3	3	0.0%	5	3	-40.0%	8	6	-25.0%
Warrants / All Vehicles	42	133	216.7%	134	222	65.7%	176	355	101.7%
Arrests									
Total Misdemeanors	--	90	--	--	136	--	--	226	--
Total Felony Arrests	--	0	--	--	0	--	--	0	--
Total All Violations	--	90	--	--	136	--	--	226	--
Total Warnings	--	152	--	--	168	--	--	320	--
Calls For Service	--	19	--	--	28	--	--	47	--
Services Rendered	--	65	--	--	71	--	--	136	--
Crashes Worked	--	6	--	--	7	--	--	13	--

¹ Total does not include CDL, logbook, or unknown traffic violations

MISSOURI STATE HIGHWAY PATROL
CONCENTRATED HIGHWAY PROJECT EVALUATION
TROOP D

	Pre-Test Phase I	CHIP Phase I 2/22/00-3/31/00	Phase I Rate Of Change	Pre-Test Phase II	CHIP Phase II 4/1/00-6/30/00	Phase II Rate Of Change	Pre-Test Total	CHIP Total 2/22/00-6/30/00	CHIP Total Rate Of Change
Traffic Violations / CMV									
DWI	0	0	---	0	1	---	0	1	---
Speeding	9	60	566.7%	34	87	155.9%	43	147	241.9%
CDL	7	13	85.7%	19	33	73.7%	26	46	76.9%
Other Hazardous	3	12	300.0%	17	19	11.8%	20	31	55.0%
Hazardous	22	31	40.9%	75	72	-4.0%	97	103	6.2%
Log Book	79	67	-15.2%	166	142	-14.5%	245	209	-14.7%
Seat Belt	1	2	100.0%	0	1	---	1	3	200.0%
Other	468	390	-16.7%	860	814	-5.3%	1328	1204	-9.3%
Total	589	575	-2.4%	1171	1169	-0.2%	1760	1744	-0.9%
Traffic Violations / All Vehicles									
DWI	11	15	36.4%	19	17	-10.5%	30	32	6.7%
Speeding	288	1104	283.3%	790	1957	147.7%	1078	3061	184.0%
Other Hazardous	17	61	258.8%	59	113	91.5%	76	174	128.9%
Hazardous	29	49	69.0%	81	90	11.1%	110	139	26.4%
Seat Belt	50	231	362.0%	101	325	221.8%	151	556	268.2%
Other	584	636	8.9%	1060	1197	12.9%	1644	1833	11.5%
Total¹	979	2096	114.1%	2110	3699	75.3%	3089	5795	87.6%
Warrants / CMV	2	0	-100.0%	1	1	0.0%	3	1	-66.7%
Warrants / All Vehicles	23	48	108.7%	51	62	21.6%	74	110	48.6%
Arrests									
Total Misdemeanors	--	96	--	--	144	--	--	240	--
Total Felony Arrests	--	14	--	--	14	--	--	28	--
Total All Violations	--	110	--	--	158	--	--	268	--
Total Warnings	--	151	--	--	162	--	--	313	--
Calls For Service	--	51	--	--	53	--	--	104	--
Services Rendered	--	55	--	--	59	--	--	114	--
Crashes Worked	--	10	--	--	10	--	--	20	

¹ Total does not include CDL, logbook, or unknown traffic violations

MISSOURI STATE HIGHWAY PATROL
CONCENTRATED HIGHWAY PROJECT EVALUATION
TROOP E

	Pre-Test Phase I	CHIP Phase I 2/22/00-3/31/00	Phase I Rate Of Change	Pre-Test Phase II	CHIP Phase II 4/1/00-6/30/00	Phase II Rate Of Change	Pre-Test Total	CHIP Total 2/22/00-6/30/00	CHIP Total Rate Of Change
Traffic Violations / CMV									
DWI	0	1	---	0	2	---	0	3	---
Speeding	15	33	120.0%	24	53	120.8%	39	86	120.5%
CDL	8	7	-12.5%	12	14	16.7%	20	21	5.0%
Other Hazardous	10	14	40.0%	9	25	177.8%	19	39	105.3%
Hazardous	69	54	-21.7%	170	216	27.1%	239	270	13.0%
Log Book	32	32	0.0%	81	66	-18.5%	113	98	-13.3%
Seat Belt	0	5	---	5	5	0.0%	5	10	100.0%
Other	174	165	-5.2%	294	297	1.0%	468	462	-1.3%
<i>Total</i>	<i>308</i>	<i>311</i>	<i>1.0%</i>	<i>595</i>	<i>678</i>	<i>13.9%</i>	<i>903</i>	<i>989</i>	<i>9.5%</i>
Traffic Violations / All Vehicles									
DWI	11	11	0.0%	14	29	107.1%	25	40	60.0%
Speeding	406	967	138.2%	966	1588	64.4%	1372	2555	86.2%
Other Hazardous	33	58	75.8%	74	81	9.5%	107	139	29.9%
Hazardous	72	71	-1.4%	182	243	33.5%	254	314	23.6%
Seat Belt	82	203	147.6%	157	382	143.3%	239	585	144.8%
Other	226	314	38.9%	460	551	19.8%	686	865	26.1%
<i>Total¹</i>	<i>830</i>	<i>1624</i>	<i>95.7%</i>	<i>1853</i>	<i>2874</i>	<i>55.1%</i>	<i>2683</i>	<i>4498</i>	<i>67.6%</i>
Warrants / CMV	0	0	0.0%	0	0	0.0%	0	0	0.0%
Warrants / All Vehicles	5	16	220.0%	15	44	193.3%	20	60	200.0%
Arrests									
Total Misdemeanors	--	77	--	--	121	--	--	198	--
Total Felony Arrests	--	0	--	--	1	--	--	1	--
Total All Violations	--	77	--	--	122	--	--	199	--
Total Warnings	--	60	--	--	85	--	--	145	--
Calls For Service	--	0	--	--	3	--	--	3	--
Services Rendered	--	4	--	--	11	--	--	15	--
Crashes Worked	--	0	--	--	1	--	--	1	--

¹ Total does not include CDL, logbook, or unknown traffic violations

MISSOURI STATE HIGHWAY PATROL
CONCENTRATED HIGHWAY PROJECT EVALUATION
TROOP F

	Pre-Test Phase I	CHIP Phase I 2/22/00-3/31/00	Phase I Rate Of Change	Pre-Test Phase II	CHIP Phase II 4/1/00-6/30/00	Phase II Rate Of Change	Pre-Test Total	CHIP Total 2/22/00-6/30/00	CHIP Total Rate Of Change
Traffic Violations / CMV									
DWI	0	0	0.0%	0	1	---	0	1	---
Speeding	13	51	292.3%	42	69	64.3%	55	120	118.2%
CDL	1	0	-100.0%	1	0	-100.0%	2	0	-100.0%
Other Hazardous	7	9	28.6%	20	22	10.0%	27	31	14.8%
Hazardous	2	9	350.0%	2	14	600.0%	4	23	475.0%
Log Book	5	22	340.0%	15	27	80.0%	20	49	145.0%
Seat Belt	0	0	0.0%	0	0	0.0%	0	0	0.0%
Other	3	10	233.3%	11	25	127.3%	14	35	150.0%
Total	31	101	225.8%	91	158	73.6%	122	259	112.3%
Traffic Violations / All Vehicles									
DWI	6	12	100.0%	33	28	-15.2%	39	40	2.6%
Speeding	642	1367	112.9%	1293	1726	3.5%	1935	3093	59.8%
Other Hazardous	45	116	157.8%	159	171	7.5%	204	287	40.7%
Hazardous	7	25	257.1%	13	42	223.1%	20	67	235.0%
Seat Belt	77	246	219.5%	180	264	46.7%	257	510	98.4%
Other	161	373	131.7%	497	479	-3.6%	658	852	29.5%
Total¹	938	2139	128.0%	2175	2710	24.6%	3113	4849	55.8%
Warrants / CMV	0	0	0.0%	0	0	0.0%	0	0	0.0%
Warrants / All Vehicles	11	24	118.2%	22	34	54.5%	33	58	75.8%
Arrests									
Total Misdemeanors	--	53	--	--	95	--	--	148	--
Total Felony Arrests	--	0	--	--	0	--	--	0	--
Total All Violations	--	53	--	--	95	--	--	148	--
Total Warnings	--	95	--	--	110	--	--	205	--
Calls For Service	--	61	--	--	63	--	--	124	--
Services Rendered	--	181	--	--	183	--	--	364	--
Crashes Worked	--	5	--	--	5	--	--	10	--

¹ Total does not include CDL, logbook, or unknown traffic violations

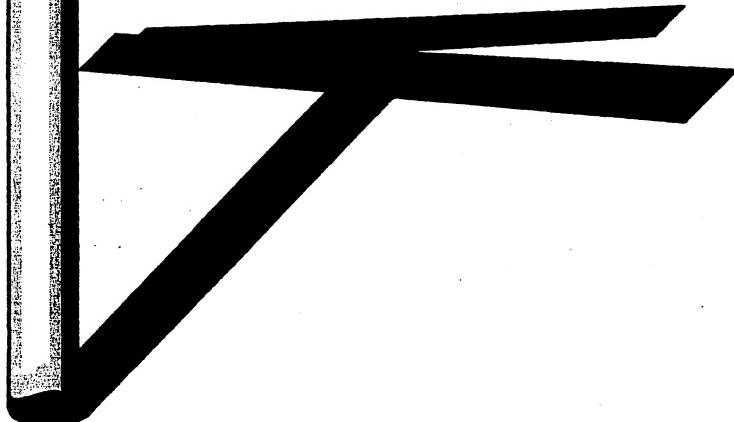
MISSOURI STATE HIGHWAY PATROL
CONCENTRATED HIGHWAY PROJECT EVALUATION
TROOP I

	Pre-Test Phase I	CHIP Phase I 2/22/00-3/31/00	Phase I Rate Of Change	Pre-Test Phase II	CHIP Phase II 4/1/00-6/30/00	Phase II Rate Of Change	Pre-Test Total	CHIP Total 2/22/00-6/30/00	CHIP Total Rate Of Change
Traffic Violations / CMV									
DWI	0	0	0.0%	1	0	-100.0%	1	0	-100.0%
Speeding	37	119	221.6%	89	269	202.2%	126	388	207.9%
CDL	1	3	200.0%	0	4	---	1	7	600.0%
Other Hazardous	3	7	133.3%	12	32	166.7%	15	39	160.0%
Hazardous	5	24	380.0%	23	21	-8.7%	28	45	60.7%
Log Book	13	54	315.4%	46	109	137.0%	59	163	176.3%
Seat Belt	0	1	---	0	2	---	0	3	---
Other	6	31	416.7%	39	78	100.0%	45	109	142.2%
Total	65	239	267.7%	210	515	145.2%	275	754	174.2%
Traffic Violations / All Vehicles									
DWI	18	9	-50.0%	46	41	-10.9%	64	50	-21.9%
Speeding	749	1309	74.8%	1697	2625	54.7%	2446	3934	60.8%
Other Hazardous	45	39	-13.3%	114	134	17.5%	159	173	8.8%
Hazardous	24	53	120.8%	64	70	9.4%	88	123	39.8%
Seat Belt	145	238	64.1%	302	406	34.4%	447	644	44.1%
Other	161	311	93.2%	397	518	30.5%	558	829	48.6%
Total¹	1142	1959	71.5%	2620	3794	44.8%	3762	5753	52.9%
Warrants / CMV	0	1	---	0	2	---	0	3	---
Warrants / All Vehicles	5	34	580.0%	39	44	12.8%	44	78	77.3%
Arrests									
Total Misdemeanors	--	191	--	--	225	--	--	416	--
Total Felony Arrests	--	0	--	--	0	--	--	0	--
Total All Violations	--	191	--	--	225	--	--	416	--
Total Warnings	--	220	--	--	220	--	--	440	--
Calls For Service	--	23	--	--	24	--	--	47	--
Services Rendered	--	90	--	--	94	--	--	184	--
Crashes Worked	--	5	--	--	6	--	--	11	--

¹ Total does not include CDL, logbook, or unknown traffic violations

2000 Annual Report

ALCOHOL



ALCOHOL

This program area addressed issues related to the driver whose ability to safely operate a motor vehicle has been impaired by the use of alcohol or other drugs. Although only 4.6% of all 1999 Missouri traffic crashes were identified as drinking related, there are strong indications that investigating officers under-report drinking involvement as a contributing factor in traffic crashes. The offender's symptoms may be masked (shock, injuries) or the person may be transported for treatment before the officer had a chance to observe or interview them. The other issue is that there may not be enough evidence for the officer to verify that the person's drinking actually contributed to the crash. A study of blood test results from dead drivers actually portrayed a much more serious picture. The study (1995-1997 traffic crashes) found that 45.6% of the dead drivers had been drinking to some degree while 37.7% had a blood alcohol level of .10% or more (at or above the legal intoxication level).

BENCHMARKS

Established	Result
1) To decrease total alcohol-related crashes by 2% annually	1998—8,612 1999—8,381 2.7% decrease
2) To decrease alcohol-related crashes caused by drivers under 21 to a maximum 12.5% of total alcohol-related crashes	1999—15.7% of total

Strategies—Public Information and Education

Identified	Implemented
Educate the public about the danger of drinking and driving through public awareness campaigns, distribution of education materials, traffic safety workshops, health and safety fair displays, and PSAs	See PIE project—Brochures, News releases, 3-D month activities, etc.
Incorporate drinking/driving educational programs into MO school systems	MDHS activities; Think First
Continue Team Spirit Leadership workshops with high school teams	3 Team Spirit Conferences & 1 Team Spirit Reunion held
Develop statewide designated driver programs which stress alternatives to drinking and driving	CHEERS designated driver
Educate alcohol servers in intervention techniques	Liquor Control ASAP Projects
Support the Governor's Commission on DWI & Impaired Driving	Provided financial/tech support
Incorporate recommendations made by DWI assessment team	Ongoing

Strategies—Enforcement

Identified	Implemented
Provide training on: DWI detection/apprehension; field sobriety testing; courtroom testimony; & DWI crash investigation techniques	Training offered by CMSU, Missouri Southern, UMC LETI
Provide funding for alcohol saturation enforcement teams and sobriety checkpoints	PTS & alcohol enforcement projects with state and local law enforcement agencies
Provide equipment to enhance enforcement efforts and training to ensure effective use of this equipment	PTS & alcohol enforcement projects with state and local law enforcement agencies (especially sobriety checkpoints)
Provide funding for projects designed to apprehend minors attempting to purchase alcohol	PTS & alcohol enforcement projects with state and local law enforcement agencies
Increase consistency in enforcement efforts statewide through law enforcement campaigns	Where possible, enforcement agencies worked multi-jurisdiction saturation efforts which were highlighted by media campaigns/awareness
Incorporate recommendations from DWI assessment	LETSAC & state agencies continually reviewed ways to streamline paperwork & increase efficiency (e.g. AIR)

Strategies—Prosecution/Adjudication

Identified	Implemented
Upgrade testing equipment used to analyze breath samples taken from DWI offenders	Breath Alcohol Testing Laboratory
Train judiciary on local/national DWI issues	Annual Courts Conference, DOR training, State Courts Training

PROGRAM COORDINATION

PROJECT NUMBER: AL-03-01

PROGRAM AREA

Alcohol

JURISDICTION SIZE

Statewide

TYPE OF JURISDICTION

Statewide

TARGETED POPULATION(S)

Missouri Division of Highway Safety Staff

PROJECT CHARACTERISTICS

This in-house memo project provides funding to hire MDHS staff to administer activities within the program area and to train these staff members.

PROBLEM IDENTIFICATION

Without adequate staff who are appropriately trained, the Division of Highway Safety will be ill-equipped to administer a statewide Highway Safety plan that has the ability to impact traffic crashes in Missouri.

GOALS AND OBJECTIVES

To assure that projects within this program area are properly developed, administered, monitored, and evaluated.

STRATEGIES & ACTIVITIES

- Assign program staff to program area
- Train program staff

RESULTS

MDHS personnel are assigned to various program areas. Most personnel are specialists in one or two fields. Program staff were responsible for developing and negotiating contracts, assessing budgetary needs, monitoring projects, evaluating activities, and both presenting and receiving training.

BREATH ALCOHOL LABORATORY

PROJECT NUMBER: AL-03-02

PROGRAM AREA

Alcohol

JURISDICTION SIZE

Statewide

TYPE OF JURISDICTION

Statewide

TARGETED POPULATION(S)

Law Enforcement Officers

PROJECT CHARACTERISTICS

This project is to provide P.O.S.T. & Missouri D.O.H. certified and approved training in the area of breath instrument operation, maintenance, and repair. In addition the lab operation does operate a repair program for the state's breath instruments, as well as a loaner BAT Van and a placement program for new and re-issued breath instruments statewide.

PROBLEM IDENTIFICATION

In the state of Missouri during the past 6 years the Missouri Safety Center in partnership with Missouri Division of Highway Safety has redistributed, replaced, and up-graded over 400 breath instruments to provide a network of breath test instruments that are located within a 20-minute drive from any arrest. This network is supported by the State Breath Alcohol Lab. The goal of the Lab is to have a 95% "Up and In-Service" rate on all instruments, and to provide required training for Type II supervisors and many of the Type III operators.

GOALS AND OBJECTIVES

To assure that Missouri's Breath Alcohol Testing Units are adequately maintained and the individuals operating/servicing these units receive training so that DWI arrests are able to be properly processed for effective adjudication in the court system.

STRATEGIES & ACTIVITIES

- Conduct training for up to 80 new Type II's, 65 new Type III's, and up-date training for 40 current Type II's to a different instrument.
- To provide required training to new Type II supervisors who, in turn, will maintain local equipment and train local Type III's.
- To provide maintenance on all equipment in the field and to assist Type II's in conducting training as needed.
- Provide courtroom support in the form of expert testimony, and provide the use of the State's loaner BAT Van to support activities.
- Provide training to Type III's in areas where no Type II exists or cannot provide needed training
- Continue to up-grade, update the existing instruments in the field as funding and instruments become available.

RESULTS

- Offered 40 training classes; trained 111 law enforcement officers from 66 separate agencies
- Provided repairs for 141 breath instruments from a 105 separate agencies
- Provided 26 loaner instruments to the field.
- Completed Y2K compliance on 159 BAC Verifier Units prior to end of year
- Initiated software changes to 30 DataMaster Units
- Handled over 326 telephone calls for assistance with a success rate of > 60% fix at the local level
- Loaned BAT Van out to make 88 DWI field arrests
- Reassigned 14 up-graded instruments to the field

SOBRIETY CHECKPOINTS (MSHP)

PROJECT NUMBER: AL-03-03

PROGRAM AREA

Alcohol

JURISDICTION SIZE

3.9 million licensed drivers

TYPE OF JURISDICTION

Statewide

TARGETED POPULATION(S)

Drinking Drivers

PROJECT CHARACTERISTICS

The Missouri State Highway Patrol conducted sobriety checkpoints throughout the state. The mobile BAT VAN was used to enhance and streamline the checkpoints. The checkpoints were conducted according to the standard developed for this purpose using legal aspects of Conducting Sobriety Checkpoints and Recommended Operating Procedures. Enforcement was coupled with public information releases aimed to increase the perceived risk of arrest and the awareness level of alcohol-related crashes.

PROBLEM IDENTIFICATION

Missouri's 1999 statistics indicate the following: 4.6% of all traffic crashes were alcohol related; however, of all fatal traffic crashes, 20.9% were alcohol-related. A total of 217 persons were killed and 6,283 were injured in alcohol-related crashes. One person was killed or injured in an alcohol-related crash every 1.3 hours in Missouri. The statistics also indicate that 60.0% of all alcohol related crashes occurred on Friday, Saturday or Sunday and 65.2% occurred between 7:00 P.M. and 2:59 A.M.

GOALS AND OBJECTIVES

Goal: To heighten awareness of alcohol-related crashes and reduce the incidence of DWI violations in the area of operations through media coverage, observations and concentrated enforcement.

Objective: During periods of sobriety checkpoints, maintain the total number of drivers arrested for DWI compared to the corresponding period of the previous year.

STRATEGIES & ACTIVITIES

Each troop selected their checkpoint locations using the Selective Traffic Enforcement Program Statewide Analysis Manual. The five highest alcohol-related crash locations were used.

DWI checkpoints were conducted primarily on Friday and Saturday nights. Some checkpoints were conducted to coincide with special events or holidays. Checkpoints were conducted with a target frame of 2000 hours to 0300 hours, lasting a minimum of 2 hours in duration, with multiple locations in the same targeted area. The BAT VAN was used at all checkpoints.

RESULTS

Operations:	Total number of operations-----56
	Total number of overtime hours--6,100
	Average BAC reading-----0.15%
BAT VAN:	Number of persons tested-----273
	Number of refusals-----44
	Number of blood tests-----139
	Number of field sobriety tests-----989
	Miles driven-----9,390
	Miscellaneous use of van-----Eldon Turkey Festival; Westran H.S. Safety Day

SOBRIETY CHECKPOINT EQUIPMENT

PROJECT NUMBER: AL-03-04

PROGRAM AREA

Alcohol

JURISDICTION SIZE

3.9 million licensed drivers

TYPE OF JURISDICTION

Statewide

TARGETED POPULATION(S)

Drinking Drivers

PROJECT CHARACTERISTICS

This in-house memo project provided the equipment necessary to support state-funded sobriety checkpoints.

PROBLEM IDENTIFICATION

All sobriety checkpoints must meet court-approved standards. Highly visible, properly functioning equipment is a necessity in order to hold checkpoints that meet all safety standards.

GOALS AND OBJECTIVES

To provide adequate equipment support for Sobriety Checkpoints throughout the State of Missouri.

STRATEGIES & ACTIVITIES

- Develop approved equipment list
- Renew state contracts if needed
- Notify participating law enforcement agencies of approved equipment and where/how to purchase equipment

RESULTS

- Developed the approved equipment list which included: Safety Shields for transporting offenders; Traffic Flares; In-car Video Cameras (new sites only); Reflectorized Safety Vests; Preliminary Breath Test Instruments; Traffic Cones; Generator & Lights package; Sobriety Checkpoint signs & stands
- State contracts were renewed so that participating agencies could purchase directly from the state contracts
- Vocational Enterprises were contacted to continue producing the signs
- The following agencies were contacted: Clay County; Washington; Grain Valley; Arnold; Springfield; St. Joseph; Malden; Jennings; Gladstone; overland; Boone County; and Cass County

PROJECT CHEERS TO THE DESIGNATED DRIVER

PROJECT NUMBER: AL-03-05

PROGRAM AREA

Alcohol

JURISDICTION SIZE

Available at communities w/college campuses

TYPE OF JURISDICTION

Statewide

TARGETED POPULATION(S)

Drinkers at Licensed Serving Establishment

PROJECT CHARACTERISTICS

CHEERS (Creatively Helping to Establish an Educated and Responsible Society) is a designated driver program which operates from a college campus base. Students, usually working through the alcohol education/prevention office on campus, contact local licensed alcohol serving establishments to enlist their participation in the program. Participating establishments agree to promote the CHEERS program and serve free, non-alcoholic drinks to the "designated driver" (as long as that person consumes only non-alcoholic drinks). There must be two or more in the group to qualify a person as a designated driver. CHEERS chapters, as part of their prevention efforts, also promote and participate in alcohol education/awareness programs on campus and within the community. This program educates and encourages individuals to make responsible choices for themselves and their community.

PROBLEM IDENTIFICATION

The last decade has seen college and university administrators develop an interest in the amount of alcohol students are consuming. As a matter of fact, they have advocated that alcohol abuse is the major problem presently confronting their institutions. The Commission on Substance Abuse (1994) reported that 93% of the college students they surveyed have admitted drinking alcoholic beverages in their lifetime. Of the college students surveyed, 42% participated in binge drinking in the last two weeks. In addition, the report revealed that 1 in 3 college students drink for the sole purpose of getting drunk, 8% drink an average of 16 or more drinks a week, and 3.8% of the students admitted to consuming alcohol every day.

The primary cause of death for persons between the ages of 1-34 is traffic crashes, and alcohol consumption has been found to be the leading contributor to those crashes. Young adults, especially males, are usually the ones involved in these crashes. Missouri, of course, is not exempted from this problem. In 1999, Missouri had a total of 193,890 traffic crashes and 4.6% of those crashes involved an individual drinking. Moreover, intoxicated individuals were involved in 20.9% of all the fatal crashes. As a result, 217 individuals lost their lives and 6,283 others were injured in reported drinking-related traffic crashes. According to the Missouri Traffic Safety Compendium, alcohol-related crashes are underreported as a causal factor in traffic crashes and are much more prevalent than actually indicated.

GOALS AND OBJECTIVES

To reduce the number and severity of alcohol-related traffic crashes involving young adult drivers in college/university communities by: 1) increasing awareness of alcohol-related deaths and injuries; 2) encouraging responsible decision making choices among those at greatest risk; and 3) providing a designated driver program at licensed serving establishments.

STRATEGIES & ACTIVITIES

The purpose of Project CHEERS is to implement and coordinate designated driver programs throughout the State of Missouri. Colleges and universities serve as distribution points for program development, while the students serve as promoters for the program utilizing the slogan, "Working Together We Can Save Lives".

Project CHEERS is based at the University of Missouri-Columbia campus. The Project CHEERS coordinator administers, implements, and monitors CHEERS activities statewide. In addition, a graphic designer/marketing coordinator provides technical assistance to design promotional materials/

incentives to complement the program, and an evaluation coordinator conducts campus-wide surveys to measure the impact of the university/college alcohol awareness programming efforts.

Activities:

- Establish CHEERS chapters at colleges/universities throughout Missouri
- Recruit liquor-serving establishments to participate in the program and promote Project CHEERS
- Provide establishments with signs, cups and other promotional items
- Provide support to established Chapters statewide
- Develop a media campaign to promote Project CHEERS and its concept
- Expand Project CHEERS Lifesavers volunteer organization.

RESULTS

Baseline data was gathered from 11 institutions on students' drinking and driving statistics and other alcohol-related behavior. The results of this data reveal that college age students are using means such as designated drivers, calling a cab or choosing not to drink at all. Chapters have promoted responsible decision making in their community through promotion of Project CHEERS and the importance of designated driving.

It has been reported that **on average** most establishments which are a part of the Project CHEERS program receive approximately 80 patrons a weekend who are choosing to be a designated driver of a group containing 3 or more individuals. During the week, an average of 55 patrons use the Project CHEERS program to take the initiative of becoming a designated driver. NOTE: These numbers do not include those who choose to stay sober by drinking water—only individuals drinking soda.

Therefore, the numbers are actually slightly higher than reported.

Active Chapters: (Besides the active chapters listed below, numerous chapters are being reactivated)

Blue River College, Kansas City

St. Louis Community College—Meramec

Columbia College, Columbia

University of Missouri—Columbia

Lincoln University, Jefferson City

University of Missouri—Kansas City

Northwest Missouri State University, Maryville

University of Missouri—Rolla

Southeast Missouri State University,

Washington University, St. Louis

Cape Girardeau

Westminster College, Fulton

Stephens College, Columbia

William Woods College, Fulton

Communities and campuses promoted the Project CHEERS concept through participation in:

- Alcohol Responsibility Week/Month
- Partners in Prevention
- TIPS training
- BACCHUS/GAMMA Regional Conferences
- Community and campus fairs
- Social events (sporting events, theater, etc.)

Promotional Materials Distributed:

T-shirts*; pens; highlighters; key chains; napkins; coasters*; notepads; brochures; table tents; establishment posters*; college/university posters*; cups; water bottles; balloons

***Note:** These items were created or redesigned in 2000

PARENT GUIDE FOR YOUNG DRIVERS

PROJECT NUMBER: YA-03-01

PROGRAM AREA

Alcohol (Youth)

JURISDICTION SIZE

Over 100,000 drivers with driving Permits

TYPE OF JURISDICTION

Statewide

TARGETED POPULATION(S)

Young Drivers & their Parents/Guardians

PROJECT CHARACTERISTICS

The Division of Highway Safety, in cooperation with Central Missouri State University, produced a guide to assist parents in the task of teaching their teen to drive. This guide assists parents in providing quality instruction for their teen by setting up a series of lessons that the parent may follow in providing basic driver training. Each lesson has objectives and tasks that the teen will need to accomplish before moving on to the next module.

The art of driving courteously and safely is a lifetime-learned skill, which is critical to most adults. It is the parents' challenge to provide the best basic training that will shape their young driver's skills. This guide enables the young driver to enter the driving population in a more positive manner.

PROBLEM IDENTIFICATION

A young driver's inexperience combined with extreme risk taking has tragic consequences. Young drivers are substantially over-involved in traffic crashes. In 1999, Missouri's young drivers accounted for 10.3% of all licensed drivers, however this same age group made up 31.6% of all traffic crashes. One of the top priorities of the Missouri Division of Highway Safety was to address the needs of parents/guardians who are teaching their teens to drive. Under ideal conditions Missouri schools would provide driver education for all students. Unfortunately, this is not the case. In most circumstances it is the parents/guardians, not the schools, who are teaching teens to drive.

GOALS AND OBJECTIVES

To make a Parent Guide for Young Drivers available to any and all parents/guardians teaching their young drivers the skills of driving

RESULTS

50,000 guides were distributed statewide through the local Department of Revenue Field Offices, Missouri State Highway Patrol Driver Examination Stations and the Division of Highway Safety.

THINK FIRST/YOUNG TRAFFIC OFFENDER PROGRAM

KANSAS CITY

PROJECT NUMBER: YA-03-02

PROGRAM AREA

Alcohol (Youth)

TYPE OF JURISDICTIONMulti-County Area Urban & Rural
Elementary, Middle & High Schools**JURISDICTION SIZE**Greater Kansas City Area
(approximately 1 million population)**TARGETED POPULATION(S)**Elementary, Middle & High School Students;
Parents of Children in Safety Seats
Court-sanctioned Young Traffic Offenders**PROJECT CHARACTERISTICS**

Think First was developed as a school-based education program for adolescents, and is intended to increase knowledge about causes of injury. Students are, or soon will be, young adults responsible for their own decisions and actions.

Think First for Kids Curriculum focuses on shaping safety behavior at an early age. This injury prevention curriculum includes a video, posters, comic strips, and easy-to-use teacher's manual. It was developed to increase awareness and knowledge among children 6-8 years of age (Grades 1-3) about the risk of brain and spinal cord injury and to promote the use of good safety habits.

The Young Traffic Offender Program was created as a new, more focused injury prevention intervention. A young person (under age 22) who has been ticketed for a serious traffic-related offense is sentenced, as a term of their probation, to spend a 7-hour day attending the Young Traffic Offenders Program. Attendance is mandatory, and failure to comply is deemed a criminal offense.

PROBLEM IDENTIFICATION

Of all 1999 Missouri traffic crashes, 31.6% involved a young driver (<age 21). Young drivers account for 10.3% of all licensed drivers in the State of Missouri and continue to be significantly over represented in their involvement in Missouri traffic crashes. A research study on traumatic spinal cord injury in central Missouri found that young people between the ages of 15-25 are over represented. Traumatic brain and spinal cord injuries result in disabilities that have no known cure. Many of these injuries are sustained in traffic crashes.

The traffic safety issues associated with young drivers are complex. Therefore, practical solutions combining a number of educational programs must be utilized for this hard-to-reach target group.

GOALS AND OBJECTIVES

To reduce the number and severity of traffic crashes involving adult and young drivers by increasing awareness of traumatic head and spinal cord injuries among those at greatest risk, and by providing ways to prevent these injuries from happening.

- The objective of the Think First Program and the Think First for Kids Curriculum is to give students a good reason to change unsafe behaviors/attitudes that may result in a serious injury to themselves or others.
- The objective of the Young Traffic Offender Program is to change the behaviors of adolescent drivers whose unsafe driving habits are a primary contributor to death and permanent disability (non-use of safety belts, driving under the influence of alcohol or other drugs, and speeding).

STRATEGIES & ACTIVITIES

School Assembly Program

- Conduct 120 educational presentations on traffic safety issues

Think First for Kids Curriculum

- Distribute 10 Think First for Kids curricula and provide teacher training/assistance upon request

Young Traffic Offender Program

- Conduct at least 30 Young Traffic Offender Programs

RESULTS

Think First of Kansas City has exceeded its goals for 1999-2000.

Think First of Greater Kansas City

- 159 school based presentations reached 14,890 students by September 30, 2000 (increased rural program base)
- Safety materials and information were presented at 18 Safety Fairs and 2 Rotary Club meetings
- Presentations were made at 3 local high school Docudramas before prom.
- Think First Coordinator and a speaker aired a 30-minute safety and injury prevention presentation during a popular AM radio talk show
- A new partnership between Think First and the Kansas City Chiefs football team was established for a "Buckle Up" campaign. As a result, Channel 9, KMBC television filmed a public service announcement for Think First demonstrating a school presentation featuring the Program Coordinator, one Think First speaker, and the Kansas City Chiefs mascot, KC Wolf, encouraging "Buckle Up." The PSA will air many times on Channel 9, Channel 29, and on the Arrow Vision screen at the Kansas City Chiefs home games. Another 30-second PSA has been filmed featuring a Kansas City Chiefs football player, James Hasty delivering a powerful message to "Buckle Up" honoring the memory of Derrick Thomas (former Chiefs linebacker killed this year an unrestrained driver in a motor vehicle crash). Banners are located at 4 entrances/exits to Arrowhead Stadium that state, "Think First, Buckle Up" before you leave the stadium. Think First is featured on one full-page in the Kansas City Chiefs Sports Program available to the fans in the stadium at every home game.
- A second new partnership has been established with the Kansas City Attack, indoor soccer team, to promote safety. Numerous activities are planned with the Attack partnership for the coming year.
- Finally, a link to Think First is being established on the Health Midwest website, a prominent community information resource.

Think First for Kids Curriculum

- Thirteen 13 Think First for Kids curricula kits have been distributed.
- Think First has reached additional schools and targeted several rural areas.

Young Traffic Offender Program

Programs were conducted 30 times by September 30, 2000. Each participant is required to spend a 7-hour day in a trauma center. They tour each department that serious traffic crash victims do. During the visits, they are given an informational talk by trauma personnel and actual patients. Half of the anatomy portions of the program were offered by a Rehabilitation physician resident and half by the Program Coordinator. Providing this 15-minute segment added education of brain and spinal cord anatomy to the participants. The Young Traffic Offenders Program: 1) provided the participants with a better understanding of the scientific operation of their own brain and spinal cord which increased the impact of the information provided by the medical staff; 2) established additional YTOP programs to reach a greater number of participants throughout the year; and 3) expanded the program with the introduction of two additional court jurisdictions in Lee's Summit and Raytown.

THINK FIRST MISSOURI (UMC)

PROJECT NUMBER: YA-03-03

PROGRAM AREA	JURISDICTION SIZE
Alcohol (Youth)	Statewide
TYPE OF JURISDICTION	TARGETED POPULATION(S)
Missouri Schools, Corporations, & Community Organizations	Elementary, Middle & High School Students, Adult and Young Drivers

PROJECT CHARACTERISTICS

The THINK FIRST School Assembly Program is delivered to large audiences of junior and senior high school students, and features the testimony of a young speaker who has survived a traumatic brain or spinal cord injury. The speakers describe their injuries, the causes of their injuries, and why young people are so vulnerable. The young speakers serve as peer educators and relate extremely well to young audiences.

The THINK FIRST Corporate/Community Traffic Safety Program presentations follow a similar format to the assembly program; however the message is delivered to audiences at their work sites or community forums. This program is unique because speakers with brain or spinal cord injuries give very compelling personal testimonies about their lives before and after their motor vehicle injury.

The THINK FIRST for KIDS Elementary Curriculum program is an injury prevention curriculum including a video, posters, comic strips, and an easy-to-use teacher's manual. It was developed to increase awareness and knowledge among children 6-8 years of age (Grades 1-3) about the risk of brain and spinal cord injury and to promote the use of good safety habits.

PROBLEM IDENTIFICATION

Of all 1999 Missouri traffic crashes, 31.6% involved a young driver (<age 21). Young drivers account for 10.3% of all licensed drivers in the State of Missouri and continue to be significantly over represented in their involvement in Missouri traffic crashes. A research study on traumatic spinal cord injury in central Missouri found that young people between the ages of 15-25 are over represented. Traumatic brain and spinal cord injuries result in disabilities that have no known cure. Many of these injuries are sustained in traffic crashes.

The traffic safety issues associated with young drivers are complex. Therefore, practical solutions combining a number of educational programs must be utilized for this hard-to-reach target group.

GOALS AND OBJECTIVES

To reduce the number and severity of traffic crashes involving adult and young drivers by increasing awareness of traumatic head and spinal cord injuries among those at greatest risk, and by providing ways to prevent these injuries from happening.

STRATEGIES & ACTIVITIES

- Conduct at least 50 educational presentations on traffic safety issues in Missouri schools emphasizing Safety Belt Use, Safe Driving Behavior, and Speeding;
- Conduct at least 36 traffic safety programs to Missouri work sites or community organizations emphasizing Safety Belt Use, Safe Driving Behavior, and Speeding;
- Distribute 25 THINK FIRST for KIDS Curricula and provide teacher training/assistance if requested
- Establish a THINK FIRST Missouri Speakers Bureau

RESULTS (Detailed dates, locations, schools and audiences for each program are available)

- School Assembly Presentations – 79 Programs @ 58 schools reaching 12,240 students
- Corporate/Community Traffic Safety Presentations – 78 Presentations reaching 4,797 individuals
- THINK FIRST For KIDS Curriculum Kits distributed – 25
- A THINK FIRST Missouri Speakers Bureau has been established with approximately sixteen (16) speakers available on request

YOUTH PREVENTION & AWARENESS (Memo Project)

PROJECT NUMBER: YA-03-04

PROGRAM AREA

Alcohol (Youth)

JURISDICTION SIZE

Approximately 400,000 Young Drivers

TYPE OF JURISDICTION

Statewide

TARGETED POPULATION(S)

Young Drivers, 15-20 Years-of-Age

PROJECT CHARACTERISTICS

This in-house memo project supports statewide youth programs and activities.

PROBLEM IDENTIFICATION

A young driver's inexperience combined with extreme risk taking has tragic consequences. Young drivers are substantially over-involved in traffic crashes. In 1999, Missouri's young drivers accounted for 10.3% of all licensed drivers; however, this same age group made up 31.6% of all traffic crashes.

RESULTS

Youth incentive items – CD cases & key chains were ordered and distributed statewide to schools and communities at youth conferences, Team Spirit Conferences, Project Graduation & Project Prom, and other youth activities.

Conferences – Travel and conference registration costs were provided to support youth activities.

Fatal Vision Goggles – (3) three pair of Fatal Vision goggles were purchased to support youth presentations.

TREND – MDHS provided a traffic safety speaker and assisted with meal costs during this conference.
Missouri Peer Helpers Association – MDHS made a presentation on the Missouri Millennium Promise Campaign during the Conference Luncheon and assisted this association by providing \$1,000 to defray the cost of the luncheon. MDHS also exhibited at the conference.

Team Spirit Reunion – The Team Spirit Reunion was an opportunity for Highway Safety to educate and motivate teams of students and advisors that have attended either a Team Spirit Conference or other Highway Safety sponsored Youth Conference. During this two-day event, students heard motivational speakers, attended workshops, participated in the Quick-Click Challenge and "Millionaire Show." and were invited by MADD to go to the Capitol and visit with legislators. The participants visited the State Capitol where the Lt. Governor honored the students for all their hard work during a Proclamation ceremony held in the Rotunda. Altogether, 178 students and advisors, representing more than 22 schools, attended this two-day event.

TEAM SPIRIT LEADERSHIP CONFERENCE-SPRINGFIELD

PROJECT NUMBER: YA-03-05

PROGRAM AREA

Alcohol (Youth)

JURISDICTION SIZE

Southwest Missouri

TYPE OF JURISDICTION

Urban & Rural Schools

TARGETED POPULATION(S)

High School Students

PROJECT CHARACTERISTICS

The Team Spirit Leadership Training Conference is designed to empower youth to take an active role in traffic safety issues, including alcohol/drug prevention and the impaired driving that accompanies such use. The Team Spirit mission is to provide youth and adult advisors with the motivation, information, skills, and support necessary to organize traffic safety activities in their schools and communities.

PROBLEM IDENTIFICATION

Motor vehicle crashes are a major threat to adolescent health and well being. A young driver's inexperience, combined with extreme risk taking, has tragic consequences. Of all 1999 Missouri traffic crashes, 31.6% involved a young driver (under age 21) even though young drivers account for only 10.3% of all licensed drivers in the State. Over 40% of all deaths among 16 to 19 year-olds in the United States are a result of motor vehicle crashes. The tragedy is that most of these injuries are preventable. Efforts to understand why adolescent drivers are at increased risk for motor vehicle injury point to unsafe driving habits as a primary contributor. Most of these injuries and deaths result from non-use of safety belts, speeding and driving under the influence of alcohol or other drugs.

GOALS AND OBJECTIVES

Goal: To reduce the number and severity of traffic crashes involving young drivers by increasing awareness of young leaders who, assisted by trained adult advisors, will implement projects and activities to address those at greatest risk in their schools and communities.

Objectives: 1) To host a youth leadership training conference during the summer of 2000. 2) To equip team participants with the skills needed to develop an action plan to implement in their school or community during the 2000-2001 school year.

STRATEGIES & ACTIVITIES

1. Increase participants' knowledge about alcohol and other drug use and impaired driving and explore their attitudes and behaviors related to these topics (choices & consequences);
2. Introduce participants to a variety of strategies for the prevention and intervention of youth alcohol and drug use and impaired driving.
3. Help participants build social, leadership, and organizational skills by practicing them in a supportive setting;
4. Train and assist participants in developing Action Plans to implement prevention activities;
5. Empower youth to take a lead role in working with peers and adults to address issues related to the use of alcohol and other drugs;
6. Increase the capacity of the participating adult advisors to function effectively in that role by providing workshops specially designed to meet their training needs;
7. Provide on-going technical assistance to the teams to implement their Action Plans;
8. Provide opportunities for Team Spirit teams in the community to participate in joint activities.

RESULTS

The following schools attended the Team Spirit Leadership Conference in Springfield, Missouri and developed a written Action Plan for implementation: Ash Grove High School, Ava High School Bolivar High School, Cabool High School, Fair Grove High School Spokane High School, Willard High School

TEAM SPIRIT LEADERSHIP CONFERENCE
CAPE GIRARDEAU
PROJECT NUMBER: YA-03-06

PROGRAM AREA

Alcohol (Youth)

JURISDICTION SIZE

Southeast Missouri

TYPE OF JURISDICTION

Statewide

TARGETED POPULATION

High School Students

PROJECT CHARACTERISTICS

The Team Spirit Leadership Training Conference is designed to empower youth to take an active role in traffic safety issues, which includes preventing alcohol and other drug use and the impaired driving that accompanies such use. The mission of Team Spirit is to provide youth and their adult advisors with the motivation, information, skills, and support necessary to organize traffic safety activities in their schools and communities.

PROBLEM IDENTIFICATION

Motor vehicle crashes are a major threat to adolescent health and well being. A young driver's inexperience, combined with extreme risk taking, has tragic consequences. Of all 1999 Missouri traffic crashes, 31.6% involved a young driver (under age 21) even though young drivers account for only 10.3% of all licensed drivers in the State. Over 40% of all deaths among 16 to 19 year-olds in the United States are a result of motor vehicle crashes. The tragedy is that most of these injuries are preventable. Efforts to understand why adolescent drivers are at increased risk for motor vehicle injury point to unsafe driving habits as a primary contributor. Most of these injuries and deaths result from non-use of safety belts, speeding and driving under the influence of alcohol or other drugs.

GOALS AND OBJECTIVES

Goal: To reduce the number and severity of traffic crashes involving young drivers by increasing awareness of young leaders who, assisted by trained adult advisors, will implement projects and activities to address those at greatest risk in their schools and communities.

Objectives:

- To host a Team Spirit Leadership Conference during the summer of 2000
- To equip the team participants with the skills needed to develop a written Action Plan that will be implemented in their school or community during the school year.

STRATEGIES & ACTIVITIES

The Team Spirit Conference is designed to:

1. Increase participants' knowledge about alcohol and other drug use and impaired driving and explore their attitudes and behaviors related to these topics (choices & consequences);
2. Introduce participants to a variety of strategies for the prevention and intervention of youth alcohol and drug use and impaired driving.
3. Help participants build social, leadership, and organizational skills by practicing them in a supportive setting;
4. Train and assist participants in developing Action Plans to implement prevention activities;
5. Empower youth to take a lead role in working with peers and adults to address issues related to the use of alcohol and other drugs;
6. Increase the capacity of the participating adult advisors to function effectively in that role by providing workshops specially designed to meet their training needs;
7. Provide on-going technical assistance to Team Spirit teams in the community to implement their Action Plan, and
8. Provide opportunities during the school year for Team Spirit teams in the community to participate in a joint activity.

RESULTS

The conference was held August 2000, nine teams were trained, and each team completed an Action Plan. At the end of each day, participants were given a feedback sheet and asked to evaluate the day on a scale of 1 to 10. Space is also provided for additional comments. Each team's feedback sheets are totaled and averaged; the results and comments are then printed and distributed to the conference participants the following day.

A final evaluation form was given to each advisor and participant on the last day to be submitted to the conference coordinators before leaving. The participants are to submit a project report upon completion of each action plan along with any photos and media coverage. (See attached summary of the overall evaluation.)

Follow-up site visits to trained high school teams are made when possible to maintain contact, provide additional resources and to gather further information for the next conference.

YOUTH LEADERSHIP TRAINING/CONFERENCE

PROJECT NUMBER: YA-03-07

PROGRAM AREA

Alcohol (Youth)

JURISDICTION SIZE

Approximately 80 high schools in multi-counties

TYPE OF JURISDICTION

Urban and Rural Schools

TARGETED POPULATION(S)

Teen & Adult Sponsors from schools in Northern Missouri

PROJECT CHARACTERISTICS

To address the traffic safety concerns in Northern Missouri regarding young drivers, teams of students and advisors were recruited to attend a two-day summer Youth Conference. The conference informed and educated teens about the devastating consequences associated with unsafe driving by providing them with ideas on prevention activities, available resources, and action planning opportunities for their schools and communities. Not only was the problem of drinking and driving addressed, but also other highway safety concerns such as lack of seat belt and child restraint usage, aggressive driving, speeding, pedestrian and bicycle safety, and motorcycle/ATV safety.

PROBLEM IDENTIFICATION

Motor vehicle crashes are a major threat to adolescent health and well being. Inexperience combined with extreme risk taking has tragic consequences for the young driver (under age 21). Of all 1999 Missouri traffic crashes, 31.6% involved a young driver while 24.5% of all fatal crashes involved a young driver. Yet young drivers, who only account for 10.3% of all licensed drivers in the State, continue to be significantly over-represented in their involvement in traffic crashes. The tragedy is that most of these crashes are preventable. Efforts to understand why adolescent drivers are at increased risk for motor vehicle injury point to unsafe driving habits as a primary contributor. Behaviors most frequently associated with injury/death in motor vehicle crashes are non-use of safety belts, speeding and driving under the influence of alcohol or other drugs.

GOALS AND OBJECTIVES

To reduce the number and severity of traffic crashes involving young drivers by increasing awareness of young leaders who, assisted by trained adult advisors, will implement projects and activities to address unsafe driving behaviors by peers in their schools and communities.

STRATEGIES & ACTIVITIES

The Northern Missouri Safe Communities program with a team of local volunteers host a Youth Conference at Central Methodist College in Fayette, Missouri during the summer of 2000.

RESULTS

- Increased knowledge about alcohol/other drug use and impaired driving and explored attitudes and behaviors related to these topics;
- Introduced participants to a variety of strategies for the prevention of drug use and impaired driving;
- Helped participants build social, leadership, and organizational skills;
- Assisted participants in developing action plans to implement prevention activities;
- Empowered youth to take a lead role in working with their peers and adults to address issues related to unsafe driving behaviors;
- Provided on-going assistance to schools and community to implement prevention activities, and
- Provided opportunities during the school year for all schools to participate in joint activities.

The following schools developed traffic safety action plans to implement after attending the Conference:

1. Glasgow High School, Glasgow
2. Harrisburg High School, Harrisburg
3. Higbee R-VIII School, Higbee
4. Keytesville R-III School, Keytesville
5. Moberly Senior High School, Moberly
6. Wellsville/Middletown High School
7. Northeast R-IV School, Cairo
8. Westran High School, Huntsville

GENERAL COUNSEL JUDGE/PROSECUTOR TRAINING

PROJECT NUMBER: J7-02-1

PROGRAM AREA

Alcohol

JURISDICTION SIZE

Statewide

TYPE OF JURISDICTION

Statewide

TARGETED POPULATION(S)

Judges, Prosecutors & Law Enforcement

PROJECT CHARACTERISTICS

This project allowed the General Counsel's Office of the Department of Revenue (DOR) to attend training, sponsor training seminars for law enforcement officers and develop ongoing training materials.

PROBLEM IDENTIFICATION

The General Counsel's Office has worked for several years to educate Missouri prosecutors, judges and law enforcement officers about changes in the licensing laws concerning alcohol-related offenses. Good communication among these entities is crucial in administering the ever-changing alcohol laws and ultimately removing drunk drivers from Missouri's highways. Continuous personnel turnover and changing laws often make it difficult to insure that new officials are properly trained. Additionally, in the past it has been difficult to provide prosecutors with any practical knowledge to successfully defend drivers license suspension cases.

GOALS AND OBJECTIVES

To enhance DWI enforcement and prosecution efforts by insuring that judges, prosecutors and law enforcement officers remain abreast of new laws (both criminal and administrative) and practices as they relate to drinking, driving and license sanctions.

STRATEGIES & ACTIVITIES

- Publish a bimonthly newsletter for judges and prosecutors
- Host training seminars for law enforcement officers at Highway Patrol troop headquarters
- Train DOR staff attorneys to enable them to better defend alcohol suspension/revocation reviews and educate the judiciary.

RESULTS

- The bi-monthly newsletter was well received by the courts. In preparation for the training seminars, the newsletter was mailed to law enforcement entities as well as to the courts and prosecutors. Feedback from law enforcement was positive. From the comments and questions received, it is clear that the newsletter is well read and appreciated. The frequently asked Q & A section and update of case law seems to be of particular interest to newsletter recipients.
- Law enforcement seminars were conducted at seven MSHP troop locations: St. Joseph, Lee's Summit, Macon, Springfield, Popular Bluff, St. Louis and Jefferson City. There were a total of 332 attendees representing local, county and state law enforcement (MSHP had representation from each zone in the state). The program was certified for Peace Officers Standards and Training (POST) credit and the MSHP was the POST sponsor. Speakers were DOR staff attorneys and chemists from the Department of Health. Questions, comments and evaluations were overwhelmingly positive. Several police agencies followed up with requests for additional local presentations.
- Trained 2 DOR staff attorneys on breath alcohol testing at the University of Indiana. Both successfully completed the training and have found the materials invaluable in defending administrative alcohol license suspension/revocation cases. Other training: Vehicular Homicide Conference (1 attorney); Region III AAMVA Conference (1 attorney); AAMVA Traffic Law Institute (2 attorneys). All attorneys commented favorably on the usefulness of the training to their job performance. All training provided valuable resources on the subjects of federal law changes, new federal requirements, and new programs/ideas being implemented in surrounding states.

COURT CLERK TRAINING

PROJECT NUMBER: J7-02-03

PROGRAM AREA

Alcohol

JURISDICTION SIZE

Statewide

TYPE OF JURISDICTION

Missouri Courts

TARGETED POPULATION(S)

Court Clerks

PROJECT CHARACTERISTICS

This project entailed developing a training manual and video for dissemination to all Missouri Court Clerks to assist them in completing the following forms: Failure to Appear in Court for a Traffic Violation (FACT), Nonresident Violator Compact (NRVC), Lieu of Bail (LB) and ticket information.

PROBLEM IDENTIFICATION

Drivers licensing laws are constantly changing. Many of these changes start at the federal level and states are subsequently mandated to comply or risk losing valuable highway dollars. The Department of Revenue must react to these changes quickly and ensure that all interested parties are informed of changes. Failure to do so complicates processing and potentially delays updates of driver records or imposition of driver license privileges, suspensions or revocations. This could create serious problems for the law enforcement community, judges, prosecutors and court clerk staff. It also jeopardizes highway safety.

GOALS AND OBJECTIVES

Goal: To reduce errors and rejects for traffic convictions and other records submitted by the courts.

Objective: To develop informational material that updates Missouri courts on any statute, policy, or procedural change that affects driver licensing processing. The information provided will ensure that court clerks remain abreast of changing issues and aid them in effectively performing their jobs.

STRATEGIES & ACTIVITIES

- The Department of Revenue, working in conjunction with the Missouri State Highway Patrol, will develop the court clerk training video and training manual
- Videos and manuals will be duplicated/printed
- Videos and manuals will be mailed to all court clerks

RESULTS

- The DOR and MSHP developed the Court Clerk video and manual
- Audio-VideoGraphics, Inc. duplicated the videos and mailed the videos and training manuals to 709 court clerks on September 20, 2000
- Effectiveness of the video and training manual in terms of improving form preparation and reducing errors will be tracked and monitored for the next several months.

ALCOHOL INFLUENCE REPORT (AIR) TRAINING VIDEO

PROJECT NUMBER: J7-02-04

PROGRAM AREA

Alcohol

JURISDICTION SIZE

730 Law Enforcement Agencies & Prosecutors

TYPE OF JURISDICTION

Statewide

TARGETED POPULATION(S)

Law Enforcement Officers; Prosecutors

PROJECT CHARACTERISTICS

This project entailed developing an Alcohol Influence Report training video for dissemination to the law enforcement community and prosecutors regarding administrative Driving While Intoxicated arrests. The training video illustrates the correct way to complete DWI arrest documents and identifies all the necessary reports, etc., that must be attached to make a good arrest.

PROBLEM IDENTIFICATION

The Administrative DWI law has been in effect since 1983 and the Department of Revenue, Division of Motor Vehicle and Drivers Licensing, still experiences many problems with the paperwork that is sent in from the law enforcement community. These problems have been exacerbated because of legislative changes, for example .13 to .10 per se blood alcohol level, zero tolerance and numerous court decisions that led to changes in processing. These problems slow down processing and, in some cases, the paperwork must be returned and/or the arrest is not valid because of missing reports.

GOALS AND OBJECTIVES

The goal of this project is to reduce errors and decrease the number of administrative arrests that are rejected because of improperly completed Alcohol Influence Reports (AIRs) and other DWI documents.

STRATEGIES & ACTIVITIES

- The Department of Revenue, working in conjunction with the Missouri State Highway Patrol, will develop an AIR training video
- Videos will be duplicated
- Copies will be mailed to all law enforcement agencies and prosecuting attorneys

RESULTS

- The DOR and MSHP developed and produced the AIR video
- Audio-VideoGraphics, Inc. duplicated the videos and mailed them to 730 Law Enforcement Agencies and Prosecuting Attorneys on September 15, 2000
- Effectiveness of the video in terms of reducing arrest records and reporting of administrative actions will be tracked and monitored for the next several months

GOVERNOR'S COMMISSION ON DRIVING WHILE INTOXICATED AND IMPAIRED DRIVING

PROJECT NUMBER: J7-03-01

PROGRAM AREA

Alcohol

JURISDICTION SIZE

3.9m licensed drivers

TYPE OF JURISDICTION

Statewide

TARGETED POPULATION(S)

All Drivers

PROJECT CHARACTERISTICS

The Governor's Commission reviews and makes recommendations to the Governor, to the General Assembly, and to agencies of state government and reports annually to the Governor on its activities. This project supports the costs associated with the meetings and report development (e.g., travel, meals, printing, postage).

PROBLEM IDENTIFICATION

Impaired driving continues to be the most frequently committed violent crime in America. Recent studies have shown that three in ten people will become involved in an alcohol-related motor vehicle crash in their lifetimes. In 1999, 217 people lost their lives and 6,283 were injured on Missouri roadways as a result of impaired driving. Additionally, the 21-34 and the 15-21 year-old age groups continue to be over-represented in alcohol-related crashes, deaths, and injuries. To put the problem in perspective, someone in Missouri dies or is injured in an alcohol-related crash every 1.3 hours.

GOALS AND OBJECTIVES

The Governor's Commission on DWI and Impaired Driving, through partnerships with local community leaders, state and local public officials and Missouri citizens, attempts to address the problems associated with drinking and driving.

STRATEGIES & ACTIVITIES

- Recommend changes, if any, that are needed to state statutes relating to DWI and impaired driving that will be effective in reducing traffic crashes associated therewith;
- Recommend measures which will assist law enforcement and the judiciary to most effectively enforce Missouri's DWI laws;
- Recommend measures to help citizens develop a clear understanding of the DWI laws of Missouri and the judicial system as it relates to these laws;
- Review and identify current DWI prevention strategies in place statewide;
- Assure there is a coordinated effort by networking with all highway safety advocate groups throughout the State of Missouri; and
- Recommend policies, rules/regulations, and laws/actions that the Commission believes would be effective in reducing DWI and impaired driving.

RESULTS

- Reviewed state alcohol assessment and made recommendations for appropriate action
- Reviewed alcohol-related legislation
- Sought possible ways to shorten turnaround time on DWI arrests
- Reviewed a teen drinking and driving intervention program entitled "Every 15 Minutes"
- Attended National Highway Traffic Safety Administration's regional alcohol conference
- Requested Reviser of Statutes re-codify the DWI statutes and incorporate in one section
- Implemented computerization of the Alcohol Influence Report used by law enforcement

PROGRAM COORDINATION

PROJECT NUMBER: J7-03-02

PROGRAM AREA

Alcohol (410 Incentive Program)

JURISDICTION SIZE

Statewide

TYPE OF JURISDICTION

Statewide

TARGETED POPULATION(S)

Missouri Division of Highway Safety Staff

PROJECT CHARACTERISTICS

This in-house memo project provides funding to hire MDHS staff to administer activities within the program area and to train these staff members.

PROBLEM IDENTIFICATION

Without adequate staff who are appropriately trained, the Division of Highway Safety will be ill-equipped to administer a statewide Highway Safety plan that has the ability to impact traffic crashes in Missouri.

GOALS AND OBJECTIVES

To assure that projects within this program area are properly developed, administered, monitored, and evaluated.

STRATEGIES & ACTIVITIES

- Assign program staff to program area
- Train program staff

RESULTS

MDHS personnel are assigned to various program areas. Most personnel are specialists in one or two fields. Program staff were responsible for developing and negotiating contracts, assessing budgetary needs, monitoring projects, evaluating activities, and both presenting and receiving training.

DWI SATURATIONS (MSHP)

PROJECT NUMBER: J7-03-3

PROGRAM AREA

Alcohol

JURISDICTION SIZE

3.9 million licensed drivers

TYPE OF JURISDICTION

Statewide

TARGETED POPULATION(S)

Drinking Drivers

PROJECT CHARACTERISTICS

Under this proposal, the Missouri State Highway Patrol conducted WI saturation enforcement in high alcohol-related crash counties.

PROBLEM IDENTIFICATION

The counties of Clay, Jefferson, St. Charles, Franklin, Cole, Jasper, Newton, Taney, Boone and Cape Girardeau were identified as the highest alcohol-related crash counties in their respective troop areas: A, C, D, E, and F.

GOALS AND OBJECTIVES

To heighten awareness of alcohol-related traffic crashes and reduce the incidence of DWI violations in the counties of operations through media coverage, observations/concentration of officers in marked patrol cars.

STRATEGIES & ACTIVITIES

- Assign four officers (who have historically been effective in locating and arresting intoxicated drivers) to work in conjunction with local troopers and law enforcement agencies.
- Each officer will work three twelve-hour shifts.
- Operations will be conducted during periods known as high crash days and locations for intoxicated drivers.
- During saturations, take enforcement action on all DWI violations detected.

RESULTS

- Total HMV Violations-----2085
 - DWI Arrests-----385
 - Speeding Violations-----1289
 - Other HMVs-----411
- Seat Belt Violations-----1000
- Child Restraint Violations-----37
- Number of Hours Worked----2068

ALCOHOL SAFETY AWARENESS & PREVENTION (ASAP)

PROJECT NUMBER: J7-03-04

PROGRAM AREA

Alcohol

JURISDICTION SIZE

Undetermined

TYPE OF JURISDICTION

Statewide

TARGETED POPULATION

Minors under the age of 21

PROJECT CHARACTERISTICS

This project is designed to reduce the number of minors attempting to purchase alcoholic beverages. Initiating partnerships with Division of Liquor Control (DLC), Highway Safety, local community groups, schools, law enforcement, and county prosecutors does this. ASAP is designed to target high-risk events in the community and saturate the area with public awareness information, education programs, and enforcement efforts. The partners assist the DLC in determining the location and times of the ASAP saturation. Communities within the DLC's six enforcement districts are selected because of their demonstrated persistent problems with underage drinking. Targeted events include St. Pat's Day, 4th of July, Proms, and beginning/end of college semesters.

PROBLEM IDENTIFICATION

The ASAP project addressed underage drinking by minors. ASAP attempts to control this problem by utilizing a comprehensive network of community and law enforcement programs to educate and enforce Missouri State liquor law.

GOALS AND OBJECTIVES

Goal: To reduce the number of minors attempting to purchase or possess alcoholic beverages within target areas; increase retailer compliance, and develop community awareness on issues of underage drinking.

Objectives:

- Host Server Training programs to educate retailers and their employees on state liquor laws by providing them information in an educational workshop setting and developing training videotapes to use in conjunction with these educational workshops.
- Hold Badges in Business enforcement events in targeted areas.
- Hold Party Patrols in targeted areas.

STRATEGIES & ACTIVITIES

- Select the area in which to conduct an ASAP
- Send mailings to all retail licensees and news releases to local media within the target area to announce the time and place of the Server Training
- Provide information to participants regarding their responsibilities as alcohol servers, how to detect false ID's, and activities to expect during the target event
- On the night of the ASAP, DLC agents and local law enforcement conduct Badges in Business and Party Patrol (Badges in Business allows DLC agents the opportunity to work with retail establishments in preventing and deterring underage alcohol sales; Party Patrol is increases awareness by increasing visibility).

RESULTS

- 24 ASAP saturations were conducted in the following communities:
 1. Columbia/Fulton December 1999 (End of Semester)
 2. Warrensburg January 2000 (New Semester)
 3. St. Louis Mardi Gras March 4, 2000
 4. St. Louis Mardi Gras March 7, 2000
 5. Kansas City March 2000 (Westport Area)

6. Springfield	March 2000 (Fat Tuesday Celebration)
7. Springfield	March 2000 (St. Pat's Day)
8. Moberly	April 2000 (Prom)
9. Chillicothe	April 2000 (Prom)
10. Mexico	May 2000 (Prom)
11. Independence	May 2000
12. Wappapello	May 2000 (Boat Races)
13. Kennett	June 2000 (BBQ cook off)
14. Springfield	June 2000 (Route 66 Festival)
15. St. Louis	July 2000 (Fair St. Louis)
16. Bowling Green	July 2000 (Pike Co. Fair)
17. Lake Ozark	July 2000 (4th of July Celebration)
18. Caruthersville	August 2000 (Meat on the Mississippi)
19. Washington	August 2000 (Town & Country Fair)
20. Jefferson City	August 2000 (Cole Co. Fair)
21. Kansas City	August 2000 (Spirit of KC Festival)
22. St. Louis	September 2000 (Start of College Semester)
23. Columbia/Fulton	September 2000 (Start of College Semester)
24. Springfield	September 2000 (Start of College Semester)

- DLC produced 2 educational videotapes dealing with the prevention of sales of alcohol to minors and sales to intoxicated persons. These tapes are shown at all Server Training seminars.
- DLC trained 1,896 individuals during 62 Server Training sessions
- During ASAP saturations, 477 minors were arrested for attempt to purchase and/or possession of intoxicating liquor
- A total of 541 Badges in Business and Party Patrols were conducted resulting in:

District	Investigations	Arrests	False ID's
I - Kansas City	107	160	28
II - Kirksville	97	6	0
III - St. Louis	72	163	57
IV - Springfield	92	77	38
V - Cape Girardeau	36	6	0
VI - Jefferson City	137	65	10
TOTALS	541	477	133

STANDARDIZED FIELD SOBRIETY TESTING (SFST)
INSTRUCTOR TRAINING—CMSU

PROJECT NUMBER: J7-04-01

PROGRAM AREA

Alcohol

JURISDICTION SIZE

Statewide

TYPE OF JURISDICTION

Statewide

TARGETED POPULATION(S)

Missouri Law Enforcement – Regional

Missouri Law Enforcement - Trainers

PROJECT CHARACTERISTICS

To have the Missouri Safety Center provide N.H.T.S.A. Curriculum instruction for both Instructor training statewide and Basic training at the local level.

PROBLEM IDENTIFICATION

The majority of law enforcement officers have limited exposure to specific DWI detection training in the basic academies and therefore lack experience and certification in the administration of Standard Field Sobriety Testing practices. A critical need exists for officers to have certification prior to using SFST as a basis for arrests.

GOALS AND OBJECTIVES

To ensure that Missouri law enforcement officers have access to N.H.T.S.A. approved SFST training in order to enforcement the state's DWI laws as effectively and efficiently as possible.

STRATEGIES & ACTIVITIES

- Conduct one Instructor Course using the N.H.T.S.A. curriculum to provide the basis for certification and offer that training under the P.O.S.T. standards of Missouri
- Conduct four basic level courses at the regional level for local law enforcement officers

RESULTS

The Missouri Safety Center conducted the Instructor course for the statewide program with excellent results; all courses were well received and evaluated with very high rankings. In addition the Center conducted four regional programs. One of the programs was held in the far northwest part of the state where the need for assistance was great due to very limited availability of traffic training.

SOBRIETY CHECKPOINT SUPERVISOR TRAINING

CMSU

PROJECT NUMBER: J7-04-02

PROGRAM AREA

Alcohol

JURISDICTION SIZE

Statewide

TYPE OF JURISDICTION

Statewide

TARGETED POPULATION(S)

New Sobriety Checkpoint Supervisors

PROJECT CHARACTERISTICS

This program is specifically designed to provide attending officers with the basic guidelines and legal basis for the operation of checkpoints at the state and local levels.

PROBLEM IDENTIFICATION

The courts have laid the groundwork for how sobriety checkpoints can be operated within the existing laws of Missouri. Additionally based upon other states' case law, guidelines have been formulated to provide operational rules for this program. This information/training is provided in structured detail to attending officers.

GOALS AND OBJECTIVES

Assure that Sobriety Checkpoints conducted within Missouri meet all basic guidelines and legalities as established by the courts, and assure that the attending supervisors have approved training.

STRATEGIES & ACTIVITIES

By providing not only written documentation but also the hands-on experience, officers attending will have advanced knowledge and skills in the conduct of Sobriety Checkpoints as required in the State of Missouri. This will be accomplished by conducting two Sobriety Checkpoint Supervisory Courses, which are done in conjunction with an actual Sobriety Checkpoint conducted by a host department.

RESULTS

The Missouri Safety Center did conduct two Sobriety Checkpoint Supervisor Courses:

1. Jefferson County (south of St. Louis), hosted by the Jefferson County Sheriff's Department
2. Platte County (north of Kansas City), hosted by Platte County Sheriff's Department

Both Courses received very high marks from the attending officers.

SFST & DWI CRASH INVESTIGATION TRAINING
MISSOURI SOUTHERN

PROJECT NUMBER: J7-04-03

PROGRAM AREA

Alcohol (410 Incentive)

JURISDICTION SIZE

Statewide

TYPE OF JURISDICTION

Statewide

TARGETED POPULATION(S)

Traffic Law Enforcement Officers

PROJECT CHARACTERISTICS

Missouri Southern State College conducted training courses for law enforcement officers. This project was funded for specific courses related to traffic safety.

PROBLEM IDENTIFICATION

Academy certification programs in the state are limited and provide only limited knowledge and skills in the investigation and documentation of traffic crashes. Through this contract, the Missouri Division of Highway Safety provides assistance to enable Missouri Southern to offer specialized courses to law enforcement officers that will increase their knowledge and skills in the area of traffic enforcement.

GOALS AND OBJECTIVES

To provide Missouri law enforcement officers with state-of-the-art training in order that they may effectively and efficiently enforce the traffic laws of the State.

STRATEGIES & ACTIVITIES

Use P.O.S.T. approved curricula and highly qualified instructors to offer programs to officers in Missouri.

RESULTS

The following is a list of courses that were approved for Missouri Southern State University October 1, 1999- September 30, 2000.

Course Title	Location	Date Provided	Number Trained
DWI Detection/Checkpoints	Pineville	June 9, 2000	19
DWI Detection/Checkpoints	Nixa	June 23, 2000	12
Standardized Field Sobriety Testing	Joplin	July 24-25, 2000	22

DRUG RECOGNITION EXPERT TRAINING

PROJECT NUMBER: J7-04-4

PROGRAM AREA

Alcohol

JURISDICTION SIZE

Unlimited

TYPE OF JURISDICTION

Statewide

TARGETED POPULATION(S)

Traffic Law Enforcement Officers

PROJECT CHARACTERISTICS

This in-house memo project provides for the assistance to train and recertify Drug Recognition Experts.

PROBLEM IDENTIFICATION

It is crucial that the Drug Recognition Experts in Missouri continue to expand their knowledge and expertise concerning recognition of impaired drivers. This project helps provide the resources necessary to keep Law Enforcement Officers in Missouri informed of the changes in impaired driving.

GOALS AND OBJECTIVES

Assure that Missouri Law Enforcement officers receive state-of-the-art training in order that they may effectively and efficiently enforce the traffic laws of Missouri.

STRATEGIES & ACTIVITIES

Provide a variety of updated information to Drug Recognition Expert Officers.

RESULTS

The Missouri Division of Highway Safety:

- Sponsored a DRE Recertification class on March 2, 2000 with 36 officers present
- Purchased supplies needed for the DRE's
- Provided funding to bring in the instructors of the class
- Sent one Highway Safety employee to the National DRE Conference

**SFST & DWI CRASH INVESTIGATION LAW
ENFORCEMENT TRAINING—UMC/LETI**

PROJECT NUMBER: J7-04-05

PROGRAM AREA

Alcohol

JURISDICTION SIZE

Statewide

TYPE OF JURISDICTION

Statewide

TARGETED POPULATION(S)

Certified Peace Officers

PROJECT CHARACTERISTICS

This project funding for Standardized Field Sobriety Testing (SFST) and DWI Crash Investigation for law enforcement officers through the University of Missouri-Columbia Law Enforcement Training Institute (L.E.T.I.)

PROBLEM IDENTIFICATION

Given the legal circumstances and the need for expertise in the field of traffic safety, it is important that law enforcement agencies have personnel trained to conduct sound alcohol enforcement activities. Missouri law enforcement agencies, because of a lack of personnel or staff time, often hold in-service training programs but generally do not have on-staff personnel with the expertise to conduct classes in specialized alcohol-related traffic safety programs. To better serve these agencies, the Missouri Division of Highway Safety will implement a plan to regionally train law enforcement in the areas of alcohol detection and apprehension—specifically *Standardized Field Sobriety Testing (SFST) and DWI Crash Investigation*.

GOALS AND OBJECTIVES

Goal: To impact alcohol-related crashes and increase alcohol-related arrests and convictions.

Objective: To provide Missouri's law enforcement officers with training in *Standardized Field Sobriety Testing (SFST) and DWI Crash Investigation*.

STRATEGIES & ACTIVITIES

On September 6 & 7, 2000 the *DWI Crash Investigation* seminar was held in Columbia, Missouri and on September 19-21, 2000 the *Standardized Field Sobriety Testing* seminar was held in Columbia, Missouri.

RESULTS

The *DWI Crash Investigation* seminar was presented to 20 participants from 13 agencies and the *Standardized Field Sobriety Testing* seminar was presented to 20 participants from 15 agencies. All students successfully completed the training programs.

ANNUAL COURTS CONFERENCE

PROJECT NUMBER: J7-05-01

PROGRAM AREA

Alcohol

JURISDICTION SIZE

316

TYPE OF JURISDICTION

Statewide

TARGETED POPULATION(S)

Municipal and Associate Circuit Judges and Prosecutors

PROJECT CHARACTERISTICS

This in-house memo project provides funding to sponsor the luncheon at the joint conference of the Missouri Municipal & Associate Circuit Judges' Association (MMACJA) and the Missouri Association for Court Administration (MACA). The conference luncheon provides a forum for the Division of Highway Safety to keynote a speaker on a "hot" traffic safety topic.

PROBLEM IDENTIFICATION

Of the many target groups the Division of Highway Safety attempts to reach, the judiciary is one of the most difficult. Their schedules—which involve court dockets and many other commitments—make it extremely cumbersome for them to find the time to attend scheduled traffic safety training programs. It makes better sense to reach them during their annual conference by bringing the message to them.

GOALS AND OBJECTIVES

To increase judges' and prosecutors' knowledge and understanding of a relevant traffic safety topic.

STRATEGIES & ACTIVITIES

- Determine topic and speaker

RESULTS

Sgt. Terry Moore, Highway Patrol Troop D Public Information Officer, delivered a convincing presentation on the topic, "The Great Myth and Deception of the .08% versus .10% BAC Law." Sgt. Moor's presentation was very well received. In addition, the Division provided financial support for Judge Carroll Blackwell, Associate Circuit Judge for Division No. 7, to attend the Northwestern Traffic Institute Vehicular Homicide/DUI Conference in Chicago.

**DWI TRIAL ADVOCACY TRAINING:
DWI/Vehicular Homicide Conference
Lethal Weapon Trial School**

PROJECT NUMBER: J7-05-02

PROGRAM AREA	JURISDICTION SIZE
Alcohol	
TYPE OF JURISDICTION	TARGETED POPULATION(S)
Statewide	Prosecuting Attorneys and Law Enforcement Officers

PROJECT CHARACTERISTICS

The DWI/Vehicular Homicide Conference is a multidisciplinary two-day conference targeting prosecutors and law enforcement officers designed to cover comprehensive issues surrounding the investigation and prosecution of alcohol-related offenses. The two disciplines are brought together to provide consistent training and to encourage dialogue within jurisdictions. Topics include forensic evidence, DOH guidelines for Breath/Alcohol content, a review of administrative law by DOH, a review of the ignition interlock law, investigation and prosecution of cases (including accident reconstruction, toxicology, making the officer a powerful witness, and the use of technology in the courtroom).

The Lethal Weapon Trial School is a comprehensive trial advocacy school which teaches the technical aspects of prosecuting a vehicular homicide case. Prosecutors and assistants are actually taught the techniques of accident reconstruction and toxicology. In lab classes, the students actually direct and cross-examine accident reconstructionists and toxicologists who role-play the part in the case, and perform a closing argument. They are videotaped and critiqued by experienced prosecutors. The course was written in a cooperative effort between NHTSA and the National Association of Prosecutor Coordinators.

PROBLEM IDENTIFICATION

Until 1996, there was little or no coordinated statewide training between law enforcement officers and prosecuting attorneys. In addition, the disciplines were not taught the issues faced by the other disciplines. For example, prosecuting attorneys did not understand the technical aspects of an investigation, such as accident reconstruction and toxicology. In addition, there was little statewide contact with law enforcement officers on the legal aspects of a case and the impact an investigation would have on those legal issues. Since 1996, with the help of funds from the Division of Highway Safety and the National Association of Prosecutor Coordinators, the Missouri Office of Prosecution Services has provided exceptional training to Missouri prosecutors and law enforcement officers in the area of impaired and safe driving. It is felt that increased training for prosecuting attorneys and their staff on the technical aspects of impaired driving, and the inclusion of prosecutors and law enforcement officials in the training, enhances the communication level in the various jurisdictions. It is hoped that continued communication that is encouraged among disciplines will provide an understanding from different perspectives and help to minimize the finger-pointing which often occurs in these cases among disciplines.

GOALS AND OBJECTIVES

DWI/Vehicular Homicide Conference

Goal: To increase the number of successful investigations and prosecutions of DWI/Vehicular homicide cases.

Objective: To have approximately 100-125 prosecutors and law enforcement officers attend this program (target audiences: newly elected prosecuting attorneys in their first year and law enforcement officers).

Lethal Weapon Trial School

Goal: To sponsor a Lethal Weapon course in the St. Louis area in September 2000.

Objective: Train a maximum of 30 students (10-15 of whom will be Missouri participants)

STRATEGIES & ACTIVITIES

DWI/Vehicular Homicide Conference

- Mail registrations to all police/sheriff departments as well as prosecuting attorneys.
- Provide POST accreditation through the Missouri State Highway Patrol as an incentive for law enforcement officers and Teletype information to departments encouraging attendance.
- Ask the Missouri Police Chief's Association and Sheriff's Association to publicize the conference to their members
- Encourage prosecutors to promote the conference within their local jurisdictions and to bring a multidisciplinary team from their counties
- Invite Department of Revenue attorneys were also targeted and invited to attend.
- The conference was conveniently held in Columbia, Missouri to take advantage of its central location and proximity to I-70. Expert speakers in all of these areas were arranged in order to provide the best information possible in such a short period of time. An agenda is attached.
- Participants were seated in rounds and were encouraged to mix between law enforcement officers and prosecutors to enhance discussion among the disciplines.

Lethal Weapon Trial Advocacy School

- Mail direct registrations to all Missouri Prosecutor Offices and the National Association of Prosecutor Coordinators
- Include registrations in *The Missouri Prosecutor*, a monthly newsletter for prosecutors, encouraging attendance.
- Secure training site in Kansas City for ease of airline transportation and to help coordinate expert witnesses
- Mail registration materials in early summer with materials on another basic trial advocacy school sponsored by MOPS; encourage prospective students to choose among the schools based upon their experience level.
- Mail course materials to students one month prior to the course and encourage students to become familiar with the problem. Inform students that they will examine both state and defense experts and encourage them to be properly prepared.

RESULTS

DWI/Vehicular Homicide Conference

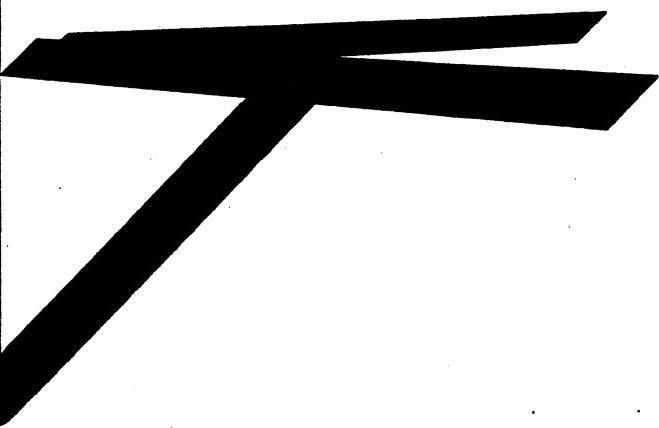
Approximately 130 participants attended this conference (78 law enforcement officers, 41 prosecutors and staff, 9 DOR attorneys, and 2 others) from over 66 jurisdictions statewide as well as the Missouri State Highway Patrol. Many counties sent multidisciplinary teams. Training concentrated on multidisciplinary efforts within the counties and representatives from counties were encouraged to communicate with various disciplines not represented in their counties to enhance investigations and prosecutions. Extensive training materials were distributed to attendees including recent NHTSA program catalogs and publications relating to HGN. The conference was videotaped; training tapes are available in the MOPS library for distribution to prosecutors, staff and law enforcement officers.

Lethal Weapon Homicide Course

23 Missouri prosecutors and assistants attended from 10 jurisdictions. Large metropolitan offices sent multiple members of units devoted to alcohol-related crimes. Students were instructed for two full days on specific accident reconstruction and toxicology formulas and techniques. They attended one and one-half days in lab classes in which they actually cross-examined accident reconstructionists and toxicologists, and were critiqued by experienced trial attorneys. Comments indicated that the biggest benefit of teaching such technical information to attorneys was the ability to understand and analyze investigation reports, to better question experts in the field, and to give feedback to investigators regarding the need to conduct certain investigations. For example, students were taught to request two blood samples one hour apart to better evaluate blood-alcohol levels. Consensus was that this was an excellent course that taught prosecutors and assistants difficult concepts in an understandable way. A cooperative agreement between NAPC/NHTSA paid for the costs of presenting the trial school and the MDHS paid for the costs of Missouri students to attend.

2000 Annual Report

OCCUPANT
PROTECTION



OCCUPANT PROTECTION

It is well recognized that one of the best forms of protection from death and injury when traveling in a motor vehicle is seat belts and child safety seats. In Missouri, unfortunately, the usage rate for seat belts was 60.8% in 1999—lower than the national average. Misuse of child safety seats is conservatively figured in the upper 80 percentile. This program area addressed means to encourage people to wear their seat belts (every time they are riding in a vehicle) and also to educate parents/caregivers on the proper installation and use of child safety seats.

It should be noted here that not all occupant protection enforcement and awareness projects were carried out through this program area. Some are identified within the Public Information and Education area, while still others were implemented through incentive grant programs (provided at the end of this report).

BENCHMARKS

Established	Result
Establish a baseline seat belt usage rate for Missouri that is recognized by NHTSA	Missouri's seat belt survey methodology was approved by NHTSA & survey was completed in October 2000
Increase seat belt use rate from 60.8% (1999) to 70% (2000)	Usage rate increased to 67.72% (2000)
Passage of legislation that provides for primary enforcement of seat belt violations	House & Senate both introduced legislation but neither bill moved out of committee
Establish a base of certified trainers to teach proper installation of child safety seats	A statewide base of trainers is available and more are continually being certified

Strategies

Identified	Implemented
Conduct NHTSA-approved statewide seat belt surveys annually in October	Completed by Missouri Safety Center at CMSU
Establish child safety seat loaner programs	MSHP program established for needy families
Conduct child safety seat training programs	Programs were offered statewide
Conduct seat belt checkpoint and educational programs through local law enforcement agencies, Safe Communities, and safety organizations	Programs were written into law enforcement projects; Safe Communities and SAFE Kids hosted checkpoints; MDHS provided educational presentations and exhibits at conferences, safety fairs, etc.

PROGRAM COORDINATION

PROJECT NUMBER: OP-05-01

PROGRAM AREA

Occupant Protection

JURISDICTION SIZE

Statewide

TYPE OF JURISDICTION

Statewide

TARGETED POPULATION(S)

Missouri Division of Highway Safety Staff

PROJECT CHARACTERISTICS

This in-house memo project provides funding to hire MDHS staff to administer activities within the program area and to train these staff members.

PROBLEM IDENTIFICATION

Without adequate staff who are appropriately trained, the Division of Highway Safety will be ill-equipped to administer a statewide Highway Safety plan that has the ability to impact traffic crashes in Missouri.

GOALS AND OBJECTIVES

To assure that projects within this program area are properly developed, administered, monitored, and evaluated.

STRATEGIES & ACTIVITIES

- Assign program staff to program area
- Train program staff

RESULTS

MDHS personnel are assigned to various program areas. Most personnel are specialists in one or two fields. Program staff were responsible for developing and negotiating contracts, assessing budgetary needs, monitoring projects, evaluating activities, and both presenting and receiving training.

OCCUPANT PROTECTION MEMO

PROJECT NUMBER(s): OP-05-02 & OP-05-03

PROGRAM AREA

Occupant Protection

JURISDICTION SIZE

Statewide

TYPE OF JURISDICTION

Statewide

TARGETED POPULATION(S)

All drivers, all passengers, children in safety seats

PROJECT CHARACTERISTICS

This in-house memo project supports the Division's effort to encourage the use of seat belts and child safety seats through Child Safety Seat Training Recertification and the distribution of occupant protection educational materials.

PROBLEM IDENTIFICATION

Missouri's 1999 seat belt usage rate was 60.8% (lower than the national average); misuse of child safety seats is calculated conservatively at 80% or greater.

GOALS AND OBJECTIVES

To educate the public on the importance of:

- wearing seat belts at all times;
- using child safety seats; and
- installing child safety seats correctly.

STRATEGIES & ACTIVITIES

- Develop and distribute educational materials throughout the state
- Purchase child safety seats for distribution through the Missouri State Highway Patrol
- Train/retrain Child Passenger Safety Technicians

RESULTS

- Purchased educational materials and incentive items for distribution statewide.
- Postage for a mailing to police chiefs and sheriffs regarding the safety belt usage rate.
- Purchased 900 child safety seats for distribution statewide through the Missouri State Highway Patrol Troops.
- Covered costs associated with one Child Passenger Safety Technician Training.

STATEWIDE SEAT BELT COMPLIANCE STUDY

PROJECT NUMBER: OP-05-04

PROGRAM AREA

Occupant Protection

JURISDICTION SIZE

Statewide

TYPE OF JURISDICTION

Statewide

TARGETED POPULATION(S)

Drivers operating of Roadways of Missouri

PROJECT CHARACTERISTICS

To conduct observations of drivers and passengers who are operating cars, pickup trucks, Vans, & Sport Utility Vehicles on the roadways of Missouri in the targeted 20 counties.

PROBLEM IDENTIFICATION

The state must have accurate data on usage rates of drivers and front seat passengers for the purpose of developing occupant protection enforcement, engineering, and education programs.

GOALS AND OBJECTIVES

Goal: To obtain a documented rate of seat belt use based upon sex of driver, class of vehicle, and type of roadway.

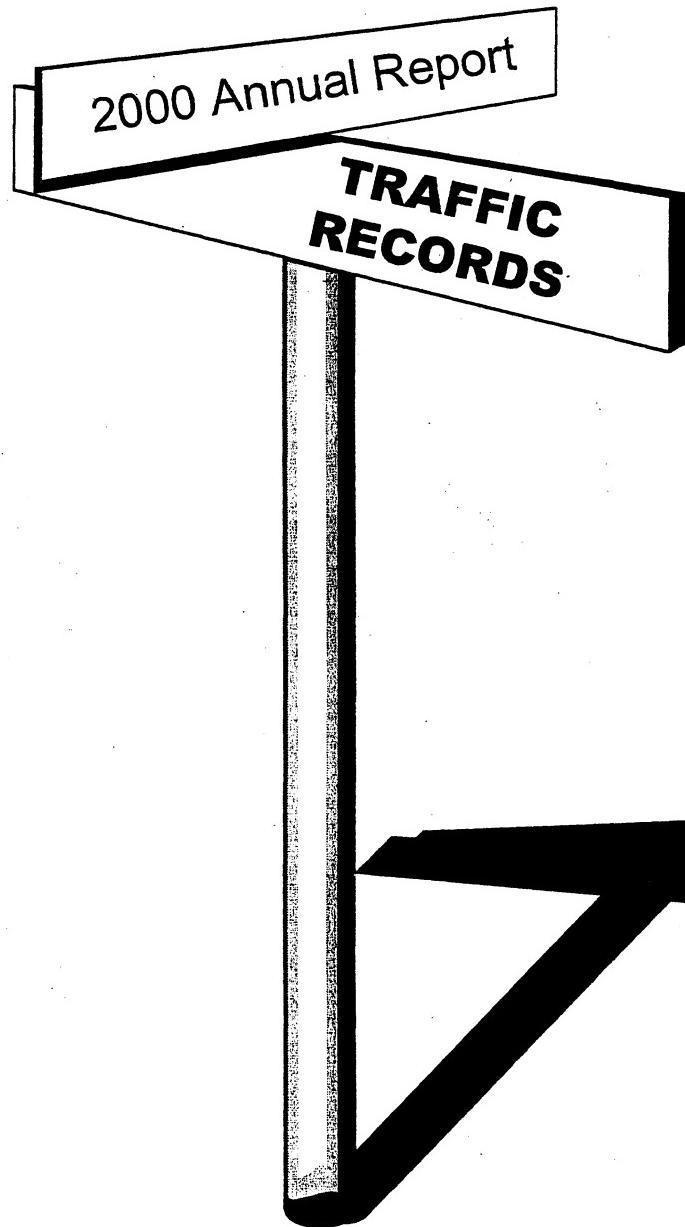
Objective: To conduct an observational usage study of the identified 20 counties in the state on all types of roadways, with 23 preset observation points in each county. This results in 460 observation points spread over a seven-day week, between the hours of 8 AM and 5 PM.

STRATEGIES & ACTIVITIES

- Identify 20 counties that encompass 80% of the State's population
- Identify survey locations
- Hire and train 65 observers and monitors to conduct the study at pre-determined locations and times on specific roadways.
- Have data collected accurately and returned directly to the Missouri Safety Center for data analysis and reporting to Missouri Division of Highway Safety.

RESULTS

The Missouri Safety Center conducted the Seat Belt Compliance Study for the third year in all 460 locations; over 90,000 observations were made; the observations were documented and included in a report to Missouri Division of Highway Safety.



TRAFFIC RECORDS

This program area addressed issues related to tracking traffic records (crashes, citations, etc.). Without adequate reports, it is difficult for local law enforcement agencies and engineering departments to design effective countermeasures to reduce traffic crashes. Agencies must be able to identify high accident locations (HAL) and determine causation factors in a timely basis.

While no specific benchmarks were established in this program area, strategies were identified and implemented.

Strategies	
Identified	Implemented
Continue to upgrade MOTIS software for local law enforcement agencies and provide software training	Accomplished through project with MO Safety Center at CMSU
Provide training to local law enforcement agencies to assist them in identifying HALs and designing countermeasures	MO Safety Center training efforts

PROGRAM COORDINATION

PROJECT NUMBER: TR-06-01

PROGRAM AREA

Traffic Records

JURISDICTION SIZE

Statewide

TYPE OF JURISDICTION

Statewide

TARGETED POPULATION(S)

Missouri Division of Highway Safety Staff

PROJECT CHARACTERISTICS

This in-house memo project provides funding to hire MDHS staff to administer activities within the program area and to train these staff members.

PROBLEM IDENTIFICATION

Without adequate staff who are appropriately trained, the Division of Highway Safety will be ill-equipped to administer a statewide Highway Safety plan that has the ability to impact traffic crashes in Missouri.

GOALS AND OBJECTIVES

To assure that projects within this program area are properly developed, administered, monitored, and evaluated.

STRATEGIES & ACTIVITIES

- Assign program staff to program area
- Train program staff

RESULTS

MDHS personnel are assigned to various program areas. Most personnel are specialists in one or two fields. Program staff were responsible for developing and negotiating contracts, assessing budgetary needs, monitoring projects, evaluating activities, and both presenting and receiving training.

MISSOURI TRAFFIC INFORMATION SYSTEM—MOTIS

PROJECT NUMBER: TR-06-02

PROGRAM AREA

Traffic Records

JURISDICTION SIZE

Statewide

TYPE OF JURISDICTION

Statewide

TARGETED POPULATION(S)

Law Enforcement and Engineering Agencies

PROJECT CHARACTERISTICS

MOTIS is a PC based software system designed for use by local law enforcement agencies and traffic engineers to assist them in tracking statistical traffic data. Input data is also utilized to generate both general and customized reports concerning enforcement activities and traffic crash occurrences. Data and reports are then used to develop selective enforcement programs within local jurisdictions.

PROBLEM IDENTIFICATION

Most law enforcement agencies and city/county engineering agencies have no local means to track enforcement and crash data except by plot maps or waiting for the STARS reports (which are only limited value since they are only produced in semi-annual reports). Most agencies need data to determine areas where problems exist and enforcement action is needed. The same is true with the engineering personnel who may not have knowledge of locations where crashes or traffic issues exist without a database to document such activity.

GOALS AND OBJECTIVES

To provide local law enforcement and engineering agencies with a software system that enables them to evaluate data on specific traffic problems, thereby affording them the opportunity to develop countermeasures in enforcement, engineering, and education.

STRATEGIES & ACTIVITIES

Continue to develop and expand the MOTIS Software Program to meet the changing demands of not only the local jurisdictions but the state as well.

RESULTS

The MOTIS Program has moved to a Windows Platform and is now able to capture all data contained on the crash reports, traffic citations and warning issued in the local jurisdictions. It is also moving toward an ability to upload such data to the state in a paperless manner.

TRAFFIC ANALYSIS COUNTERMEASURE PROGRAM

PROJECT NUMBER: TR-06-03

PROGRAM AREA

Traffic Records

JURISDICTION SIZE

Statewide

TYPE OF JURISDICTION

Statewide

TARGETED POPULATION(S)Traffic Law Enforcement & Traffic Engineering
Staffs and Analysis**PROJECT CHARACTERISTICS**

To provide training and resources to current traffic law enforcement officials and traffic engineering staff in the area of countermeasure development. The attending officials received resources developed in Missouri to address local engineering practices, local school/pedestrian issues, and specifically high accident location countermeasure development.

PROBLEM IDENTIFICATION

Many local agencies, both engineering and enforcement do not have the knowledge of current resources or practices which could assist them in solving local traffic problems, thus increasing the safety of local citizens. These resources have been revised in the past couple of years and are available to local agencies to assist them.

GOALS AND OBJECTIVES

To provide local agencies with the resources and the knowledge as to how to employ the data to better serve their respective communities. These resources shall also include the newly produced HAL Manual and the MOTIS Software.

STRATEGIES & ACTIVITIES

Conduct short course programs to provide the resources and knowledge to attending officials.

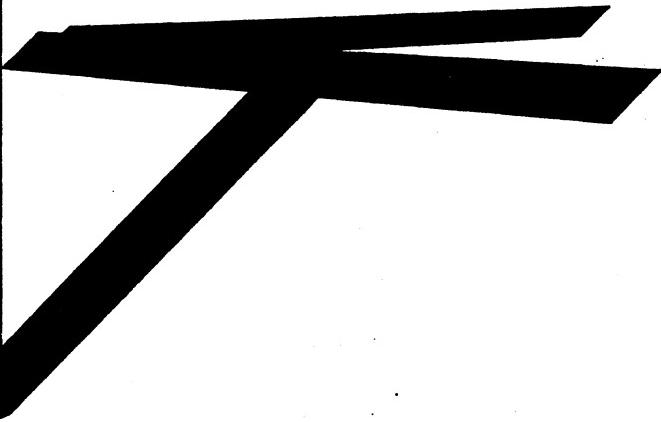
RESULTS

Conducted two programs during this program and provide the necessary resources to the attending officials, including the practices manuals, HAL manual, and other requested data from the training officials and Missouri Safety Center Staff.

V

2000 Annual Report

**PUBLIC INFO
& EDUCATION**



PUBLIC INFORMATION & EDUCATION

This program area addressed the broad spectrum of educating the public about traffic-safety related issues. Although designated as an individual program area, public information & education components were built into each program area where possible.

Educational pieces and incentives were developed and distributed throughout Missouri by way of conferences, safety fairs, employer programs, schools, churches, health care agencies, law enforcement personnel; state/local government agencies, civic organizations, Safe Community programs, sporting events, and even casinos.

Educational pieces are updated and reprinted as laws change or more current information becomes available. Some materials are redesigned to provide a more appealing look, or to be reproduced in a more cost-effective manner.

Campaigns included any combination of public service announcements, print materials, billboards, press releases, and incentive items. Every effort was made to include safety partners in the traffic safety campaigns (local law enforcement, Highway Patrol, State agencies, Safety Communities, Think First, etc.). When possible, and appropriate, heightened traffic enforcement efforts complemented public awareness events. This combination of awareness/education coupled with enforcement seemed to have had a much stronger deterrent effect and allowed law enforcement to employ a proactive, rather than reactive, approach.

BENCHMARKS

Established	Result
Heighten awareness and positively impact the target population (16-20) concerning traffic safety	The target population was changed to instead address all ages with a special emphasis on safety belt use, which did increase from 60.8% in 1999 to 67.72% in 2000
Heighten awareness regarding safety issues related to commercial motor vehicles sharing the roads with other traffic	MDHS & MCSAP worked together to develop educational materials that were distributed statewide; MCSAP placed a much stronger emphasis on the public information component of the program

Strategies

Identified	Implemented
Establish focus groups to provide input on traffic safety issues affecting their target population	Accomplished by The Beenders Marketing Group
Develop and promote a traffic safety campaign designed to reach targeted populations	Both the Missouri Millennium Promise (MMP) & Save a Grown-up Campaigns were promoted
Host a joint MDHS/MCSAP Governor's Conference on Traffic Safety	The conference was well into the development stages, but response was not high enough to warrant hosting the conference so it was cancelled
Promote safety awareness campaigns between the Highway Safety and MCSAP programs	MDHS & MCSAP staff were instructed to promote each other's program whenever & wherever possible; joint materials & incentives were also produced



SAFE COMMUNITIES

Safety education and awareness must be addressed on a personal, economic and social basis within each and every community in America. In an attempt to pull together a comprehensive approach to safety on a local level, the Safe Community concept was developed at the national level. The Division of Highway Safety helped to support three local Safe Communities this past year: Northern Missouri in Randolph & Macon Counties, Cape Girardeau, and Springfield.

The identified benchmarks and strategies follow. The results and implementation, however, is shown within each Safe Community's annual report.

BENCHMARKS

1. Enhance overall safe communities program development
2. Increase safety belt use to 85%; increase bicycle safety & pedestrian safety awareness programs; increase traffic safety enforcement & education projects to reduce injuries resulting from motor vehicle crashes
3. Reduce alcohol-related crashes by 10%; provide public information & education; and conduct enhanced selective enforcement to reduce HMV-related crashes

Strategies

- Develop & distribute a yearly activity calendar
- Develop and distribute a promotional package for recruiting new partnerships
- Conduct safety belt checkpoints
- Conduct observational safety belt surveys
- Conduct public awareness/educational presentations
- Support law enforcement countermeasures to reduce traffic violations

PROGRAM COORDINATION

PROJECT NUMBER: SA-09-01

PROGRAM AREA

Safe Communities

JURISDICTION SIZE

Statewide

TYPE OF JURISDICTION

Statewide

TARGETED POPULATION(S)

Missouri Division of Highway Safety Staff

PROJECT CHARACTERISTICS

This in-house memo project provides funding to hire MDHS staff to administer activities within the program area and to train these staff members.

PROBLEM IDENTIFICATION

Without adequate staff who are appropriately trained, the Division of Highway Safety will be ill-equipped to administer a statewide Highway Safety plan that has the ability to impact traffic crashes in Missouri.

GOALS AND OBJECTIVES

To assure that projects within this program area are properly developed, administered, monitored, and evaluated.

STRATEGIES & ACTIVITIES

- Assign program staff to program area
- Train program staff

RESULTS

MDHS personnel are assigned to various program areas. Most personnel are specialists in one or two fields. Program staff were responsible for developing and negotiating contracts, assessing budgetary needs, monitoring projects, evaluating activities, and both presenting and receiving training.

SAFE COMMUNITY—CAPE GIRARDEAU

PROJECT NUMBER: SA-09-02

PROGRAM AREAS

Safe Communities

JURISDICTION SIZE

65,0000

TYPE OF JURISDICTION

County

TARGETED POPULATION(S)Drivers, Passengers, Bicyclists, Motorcyclists,
Pedestrians**PROJECT CHARACTERISTICS**

The Safe Community Program targets specific age groups with educational programs, awareness activities, and enforcement efforts addressing the identified program areas.

PROBLEM IDENTIFICATION

The leading cause of death of people ages 4-24 is motor vehicle crashes. These deaths are both predictable and preventable and should not be accepted by our society. Motor vehicle crashes are the leading cause of death of Missourians age 1 through 34. Cape Girardeau ranks among the top 10 cities in Missouri for motor vehicle crashes. In 1998 Cape Girardeau County had a total of 2,042 traffic crashes, with 58 being alcohol related. In addition, a total of 4,560 hazardous moving violations were issued in 1998: 2,359 speeding; 44 careless and imprudent; 271 DWI; and 1,940 issued for other hazardous driving behaviors.

GOALS AND OBJECTIVES

Goal: To reduce traffic crashes and their severity in Cape Girardeau County.

Objectives:

1. Enhance Safe Communities program development
2. Increase safety belt use to 85% by September 30, 2000; increase bicycle safety and pedestrian safety awareness programs; increase traffic safety enforcement and education projects through September 30, 2000 in order to reduce injuries resulting from motor vehicle crashes.
3. Reduce alcohol related crashes by 10% by September 30, 2000, through public information & education activities and enhanced selective enforcement efforts (emphasizing speed and aggressive driving)

STRATEGIES & ACTIVITIES

- Conduct safety belt use surveys
- Conduct Child Passenger Safety Technician training
- Conduct 8-hour CPST training for CGPD Traffic officer and Cape Girardeau Fire Fighters
- Conduct overtime speed/safety belt enforcement projects
- Provide Puppetmania traffic safety programs to all elementary K-2nd grade students
- Support and participate with the Team Spirit Program for High School students
- Support Think First Program for regional high school students
- Conduct Buckle Bear safety belt presentations to area preschools
- Provide "Vince & Larry" crash test dummies to promote safety belt use and provide fatal vision goggle presentation to promote DWI awareness
- Hold annual Bike Smart Program to promote bicycle safety to students 1st through 4th grade
- Provide Safety Village classes for 1st through 4th grade
- Provide Child Safety Seat "Giveaway" Program for low income families
- Hold ten (10) Sobriety checkpoints
- Provide DWI Overtime enforcement by the CGPD each weekend
- Assist with Docu Dramas in Cape Girardeau County
- Assist MADD DWI Victim Impact Panels

- Conduct Hazardous Moving Violation overtime enforcement (Cape Girardeau and Jackson Police Departments and the Cape Girardeau County Sheriff's Department)
- Participate and support MDHS Public Information and Education Projects

RESULTS

- Seat belt usage survey conducted September 2000 resulting in a 70% usage rate
- Child Passenger Safety Technician Training was held in Cape Girardeau in April 2000 resulting in fifteen (15) technician certifications and one instructor certification
- An eight-hour child passenger safety training was held for CGPD Traffic Officers and Cape Girardeau Fire Fighters in November of 1999
- Child Passenger Safety Check Up Events were held in February and April 2000
- Cape Girardeau Police Department conducted overtime Speed and Safety Belt enforcement in conjunction with the OPUE Program, STEP Enforcement Project, and the Make it Click Project
- The CGPD conducted an overtime DWI Enforcement Project each weekend
- Five (5) Sobriety Checkpoints were held
- Puppetmania presentations were given in all 10 elementary schools in Cape Girardeau reaching over 800 Kindergarten students
- Provided support and training programs for the Team Spirit Teams of Southeast Missouri
- Participated in the Team Spirit Reunion held in Jefferson City April 2000
- Provided Buckle Bear, Vince & Larry Crash Test Dummies and Fatal Vision Presentations
- Provided child safety seats to low income families through "Giveaway" Program
- Provided two four-day Safety Village Classes for 1st through 4th grade
- Held annual Bike Smart event May 2000; 120 students K-2nd grade participated; over 70 volunteers participated in the event
- Assisted with three Docu Drama Presentations
- Assisted with monthly MADD DWI Victim Impact Panel
- Participated in the MDHS Save a Grown Up Campaign

(Also see Grant Enforcement Activities for breakdown of enforcement efforts)

SAFE COMMUNITY—SPRINGFIELD
(TRAFFIC SAFETY ALLIANCE OF THE OZARKS)
PROJECT NUMBER: SA-09-03

PROGRAM AREA

Safe Communities

JURISDICTION SIZE

Greene & Christian Counties: 250,000

TYPE OF JURISDICTIONSpringfield and Southwest Missouri
Communities**TARGETED POPULATION(S)**People living, working, and traveling through
the Safe Communities area.**PROJECT CHARACTERISTICS**

The Springfield Safe Communities project is a comprehensive prevention and enforcement program that utilizes local injury and crash data to support countermeasure efforts. The Safe Community program works to accomplish increased knowledge of traffic safety issues and a reduction in traffic crashes through public information/education (PI/E) and enforcement efforts.

The PI/E efforts provide an avenue for developing partnerships, increasing program visibility, increasing awareness of traffic safety issues, and developing and implementing programs for a variety of age groups. The enforcement effort works to provide an increased awareness and visibility of traffic safety concerns affecting the program area.

PROBLEM IDENTIFICATION

Greene County has approximately 150,000 licensed drivers. The county seat, Springfield, is the third largest city in Missouri and consistently ranks in the top ten percentiles of fatal and personal injury traffic crashes. From 1997 to 1998, the community experienced an increase in the number of people injured from 3,865 to 3,949. According to the Missouri State Highway Patrol, Springfield ranked the third highest city overall for crashes in 1998 and third for alcohol-related crashes.

GOALS AND OBJECTIVES

Goal: To enhance the existing Community Traffic Safety program by establishing various approaches to measure the impact of strategies used to reduce traffic-related injuries.

Objectives:**I. Public Information/Education:**

- Conduct a minimum of 5 drinking and driving-related programs;
- Conduct a minimum of 5 bicycle safety-related programs;
- Conduct the community-wide BIKING SPREE with various sponsors;
- Update the annual safety belt survey;
- Conduct a minimum of 5 safety belt-related programs; and
- Provide materials and videos whenever needed and possible.

II. Enforcement:**Hazardous Moving Violations:**

- Reduce local traffic crashes and the severity of these crashes thereby impacting the overall statewide traffic crash death and injury rate.

DWI Enforcement:

- Perform a minimum of three traffic contacts per hour during enforcement time.

STRATEGIES & ACTIVITIES

Various strategies and activities were conducted in order to meet the goals and objectives. These include numerous (1) school programs targeting all ages from elementary to high school; (2) community programs including exhibits at safety fairs and presentations to groups; (3) coordination and implementation of safety events from drinking and driving projects, car seat check up events, bike safety programs and more.

Enforcement strategies were based on the project proposal and dealt with determining high accident locations and conducting enforcement activities targeting those locations, as well as targeting DWI enforcement at alcohol-related crash locations.

RESULTS

The goals and objectives were specifically achieved through the following:

I. Public Information/Education:

- 17 drinking and driving-related programs were completed reaching 3,463 people. Safety belt information was provided in the majority of these programs.
- 15 bicycle safety-related programs were completed reaching 2,538 people. This includes the community-wide BIKING SPREE which was sponsored by the Safe Communities
- Program and State Farm Insurance, Cox Health Systems, St. John's Regional Health Center, Signature Bank, and Aaron Wm. Sachs and Associates.
- Update of the annual safety belt survey was completed by the Springfield Police Department showing a 52.8% usage rate.
- 10 safety belt-related programs were completed reaching 2,404 people. A total of 16 car seat checks were held plus individual appointments scheduled with a total of 224 seats being checked for proper installation.

II. Enforcement:

- Hazardous Moving Violations:

Traffic Crashes

Comparison of December 1999-September 2000 to same time period for previous year
(Reported by Springfield Police Department)

	1998-1999	1999-2000	Difference
Fatals	14	11	-3
Injury	2,114	2,170	+56
Non-Injury	3,600	3,598	-2
Total Crashes	5,728	5,779	+51 (1%>)

Calls for Service

Comparison of December 1999-September 2000 to same time period for previous year
(Reported by Springfield Police Department)

140,057	149,878	+9,821 (7%>)
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Although the overall reduction was not as much as anticipated, overall calls for service during the same period for the police department were up 7%, while total crashes were up only 1%.

- DWI Enforcement: Average Traffic Contacts Per Hour—5

(Also see Grant Enforcement Activities for breakdown of enforcement efforts)

SAFE COMMUNITY—RANDOLPH COUNTY

PROJECT NUMBER: SA-09-04

PROGRAM AREA

Safe Communities

JURISDICTION SIZE

Randolph County—approximately 26,200

TYPE OF JURISDICTION

Rural

TARGETED POPULATION(S)

Drivers, Passengers, Bicyclists, Motorcyclists, Pedestrians

PROJECT CHARACTERISTICS

The Northern MO Safe Communities organization is a 501 © (3) not-for-profit independent organization designed to assist the MO Division of Highway Safety in reducing the number of highway and street traffic crashes and to reduce the number of deaths and injuries related to these crashes.

PROBLEM IDENTIFICATION

Local problems relating to traffic safety include:

- Lack of use of seat belts (current rate is approximately 32% in the city limits and 55% on the highways—lower than the statewide use rate)
- Incorrect use of child restraint seats (while child safety seat use has been on the increase there is still a need for education in the area of proper installation/use of child safety seats)
- Alcohol use/abuse among youth and adults alike especially relating to drinking and driving (84 tickets were written for drunk driving in 1998)
- There are still a great number of children over the age of 4 who are not using seat belts. This is due to lack of parental enforcement and education..
- Other traffic violations include: Failure to Yield – 78; Vehicle Registrations – 96; Following Too Close – 40; Drivers License - 215; and Stop Sign Violations – 100.

GOALS AND OBJECTIVES

Goals:

1. To enhance overall safe communities program development.
2. To increase seat belt use and the correct use of child safety restraints to 75%
3. To educate the citizens of Randolph county on the effects of alcohol to the body and how alcohol affects driving capabilities.
4. To increase bike helmet use 10% over current use of 40%. Develop and present information to educate the community on pedestrian safety.

STRATEGIES & ACTIVITIES

Program Development:

- Collect and evaluate local data to measure the benefits of the projects supported by Safe Communities program through surveys, hospital, law enforcement, and the state.
- Provide news articles and traffic safety information to the media.
- Schedule speaking engagements with civic clubs and other organizations.
- Provide educational materials to the general public.
- Submit expense vouchers to the Missouri Division of Highway Safety on a monthly basis.

Seat belt use and the correct use of child safety restraints

- Conduct Six speaking engagements to increase awareness of seat belt and child restraint use.
- Conduct educational programs in the schools and to the general public
- Conduct two safety seat and child restraint surveys.
- Provide public education/information to day care providers, health departments, medical offices, clubs and organizations.

Alcohol Education

- Conduct victim impact panels in area high schools and during community presentations.
- Provide support to Division of Liquor Control to conduct alcohol saturations prior to prom and graduation.
- Conduct alcohol presentations targeting underage youth and their parents.

Bicycle and Pedestrian Safety

- Conduct bike safety programs to 3rd graders in Macon and Randolph Counties; provide students with a helmet upon completion of program.
- Encourage all schools to initiate a school policy that requires students to wear a helmet if they ride a bicycle to school.
- Conduct two bike safety activities with community groups during the summer months.
- Develop and provide presentations to educate senior adults on the proper location for crossing a street and other pedestrian safety information.
- Provide pedestrian safety information to all area residents through presentations, videos in the schools, summer fairs and other activities.

RESULTS

Program Development:

1. Data was collected from law enforcement agencies on traffic violations
2. Seat belt and child safety seat usage surveys were conducted
3. PSA's for 5 different holidays were produced
4. The local newspaper donated "Buckle Up America" Week ads worth \$1,800
5. Six (6) presentations were made to civic clubs/organizations
6. Educational and incentive items were distributed to the general public.
7. Active partnerships: law enforcement; schools; hospitals/health departments; Division of Family Services; MADD; courts; Probation & Parole; Juvenile Office; churches; civic clubs; etc.

Seat belt use and the correct use of child safety restraints

1. Made 6 seat belt and child safety seat presentations to schools, church groups and civic clubs.
2. All schools in Macon and Randolph counties were provided with educational materials
3. Five (5) presentations were made to area schools, reaching over 10,000 students, K-College
4. Participated in 4 public activities providing materials and incentives to nearly 5,000 people.
5. Conducted 6 child safety seat surveys and hosted one checkpoint in connection with the GM auto dealer.
6. Educational materials were provided to day cares, health departments and individuals, reaching nearly 500 families.
7. 200 families were provided with car seat for their children along with informational materials and instructions on proper usage.
8. The Missouri Division of Highway Safety provided \$3,128 for child safety seats and the NMSC matched the remaining \$3,960.56 to assist families in need (funds came from the community and surrounding counties)
9. Seat belt use increased in town from 32% to over 40% (depending on downtown location) and from 55% to over 65% on the highways.

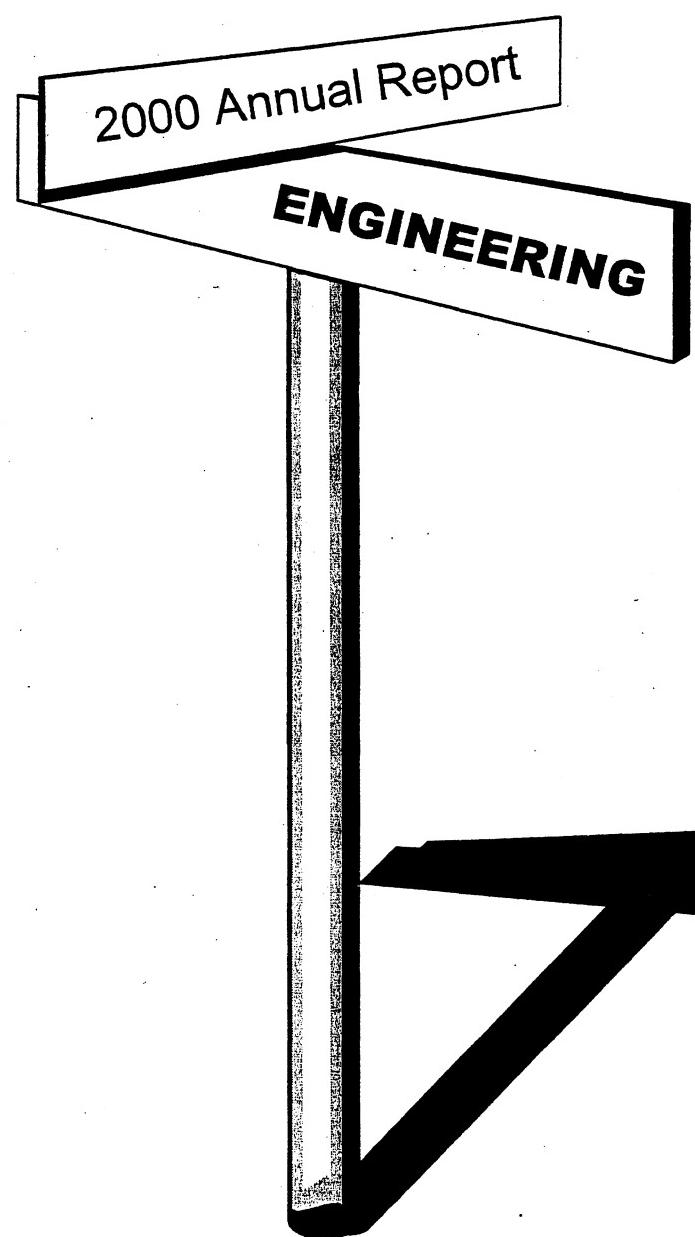
Alcohol Education

1. Conducted victim impact panels to two area high schools (over 400 students); presentations to two colleges (75 students); and to the court system through the probation and parole office in three counties reaching 95 offenders.
2. Worked with the Missouri Division of Liquor Control in its server training in Randolph County prior to prom and graduation activities.
3. Held the annual youth conference reaching over 60 young adults with alcohol programs
4. Made presentations in area high schools reaching over 600 students.
5. Plan to implement "1st Offender" program in coming year and work toward expansion into surrounding counties

Bicycle and Pedestrian Safety

1. Conducted bike safety programs in area schools reaching over 700 students and giving helmets to these students (program cost \$5042.45 and the NMSC paid \$1,542.45 of the cost)

2. Approached the area school regarding a bike helmet policy for those students riding a bike to school. The school board would not pass this policy because they felt that it would place a burden on the families but agreed to encourage the students to use helmets.
3. Worked with the VFW and the Life Fellowship Church on their youth safety activities this summer—at the VFW activity there were over 2000 in attendance and at the Life Fellowship Church activity there were over 400 in attendance.
4. Conducted two presentations to older adults and seniors regarding pedestrian safety; reached 85 adults with materials, incentives and the message of pedestrian safety.
5. Worked with the elementary students through the schools talking about pedestrian safety; reached over 2000 students with take-home materials and incentives.
6. Bicycle helmet use is up 10% from 1999.



ENGINEERING

This program area addressed

BENCHMARKS

Established	Result
Production of the Traffic Safety Compendium in a timely fashion for easy use by traffic safety advocates, law enforcement agencies, media, and the general public	The Compendium was compiled, produced & distributed in July
Transfer Traffic Safety Compendium to the MDHS website so that statistics can be accessed by a wider audience	Not accomplished—although MDHS would still like to have this happen, we are still in the process of working through website issues
Provide assistance to 40 local communities for traffic and bridge engineering	Assistance was provided to all communities requesting it although there were not 40
Provide training for engineering professionals at workshops and the Annual Traffic Conference	The Conference was held and engineering professionals were provided opportunities for training
Increase number of agencies utilizing MOTIS program to 200 from 135	This project was moved to the Traffic Records program area

Strategies

Identified	Implemented
Encode all accident reports into the STARS system, ensuring accuracy and efficiency	Implemented through the STARS maintenance project
Utilize statistics to produce the annual Traffic Safety Compendium to assist MDHS & local communities in developing problem identification	Implemented by the Statistical Analysis Center of the Missouri State Highway Patrol
Provide expertise & funding to assure communities are in compliance with uniform traffic codes and that the bridges within their jurisdictions are upgraded in terms of their safety	Implemented through TEAP and BEAP projects contracted through MoDOT
Provide training to assure state and local engineers are kept abreast of current technology	Implemented through training projects contracted through MoDOT
Offer 4 regional workshops on high accident location countermeasures	2 workshops were offered
Publicize & promote MOTIS program	This project was moved to the Traffic Records program area

PROGRAM COORDINATION

PROJECT NUMBER: RS-11-01

PROGRAM AREA

Engineering

JURISDICTION SIZE

Statewide

TYPE OF JURISDICTION

Statewide

TARGETED POPULATION(S)

Missouri Division of Highway Safety Staff

PROJECT CHARACTERISTICS

This in-house memo project provides funding to hire MDHS staff to administer activities within the program area and to train these staff members.

PROBLEM IDENTIFICATION

Without adequate staff who are appropriately trained, the Division of Highway Safety will be ill-equipped to administered a statewide Highway Safety plan that has the ability to impact traffic crashes in Missouri.

GOALS AND OBJECTIVES

To assure that projects within this program area are properly developed, administered, monitored, and evaluated.

STRATEGIES & ACTIVITIES

- Assign program staff to program area
- Train program staff

RESULTS

MDHS personnel are assigned to various program areas. Most personnel are specialists in one or two fields. Program staff were responsible for developing and negotiating contracts, assessing budgetary needs, monitoring projects, evaluating activities, and both presenting and receiving training.

HIGHWAY SAFETY DATA PROCESSING: STATISTICAL ANALYSIS CENTER (SAC) AND STATEWIDE TRAFFIC ACCIDENT REPORTING SYSTEM (STARS)—MSHP

PROJECT NUMBER: RS-11-02 & RS-11-03

PROGRAM AREA

Engineering

JURISDICTION SIZE

All individuals in traffic crashes or receiving citations

TYPE OF JURISDICTION

Statewide

TARGETED POPULATION(S)

State agencies and law enforcement agencies

PROJECT CHARACTERISTICS

Research, data analysis, statistical programming, and technical resources support for information service requirements of MDHS as well as other state and local traffic safety authorities. Data entry, encoding and microfilming of all traffic crashes sent to the Missouri State Highway Patrol.

PROBLEM IDENTIFICATION

Providing sophisticated information support services and research capabilities is an essential ingredient in the development of comprehensive traffic safety programs at the State and Federal levels. The Traffic Division at MSHP is the statewide repository for all traffic accident reports. All accident reports are entered into the state system at that location. This cannot be accomplished effectively and in a timely manner without overtime hours to encode accident reports, modify report forms, print accident reports, and prepare manuals.

GOALS AND OBJECTIVES

- Provide concise, timely & detailed statistics to assist agencies in their operational strategic planning
- Educate law enforcement agencies on the proper method of completing accident reports
- Assure rapid entry of accident reports into mainframe database to have current statistics for countermeasure efforts

STRATEGIES & ACTIVITIES

- Properly forecast needs of agencies requests statistics and remain current on software upgrades
- Properly forecast the number of accident report forms needed to assure an adequate supply for all requesting law enforcement agencies
- Determine number of hours needed to encode reports within an acceptable time frame

RESULTS

- SAC produced the 1999 Traffic Safety Compendium and disseminated the document to over 200 state, federal and local traffic safety authorities and other public officials
- 158,613 traffic accident reports were encoded compared to 167,744 for the previous year
- 1,369 traffic accident summaries were distributed
- Division personnel made written and phone contacts with the 5 non-participating police agencies
- 26 STARS accident classification/reporting training sessions were presented to representatives from over 195 police agencies
- MSHP Public Information Officers completed 227 contacts to STARS agencies
- Division personnel worked 978 overtime hours in 7 months and processed 29,132 accident reports (although the overtime funding did not reduce the 2-month processing backlog, without it, the backlog would have easily doubled)
- 340 cases of paper were ordered for accident report forms and related materials; 993 BAC kits were purchased for coroners/medical examiners to collect specimens from fatality victims.
- Met with and advised the Traffic Records Committee regarding revisions to STARS and the Missouri Uniform Accident Report

TRAFFIC SIGNING PROJECTS

PROJECT NUMBER: RS-11-04

PROGRAM AREA Engineering Services	JURISDICTION SIZE Statewide – local jurisdictions
TYPE OF JURISDICTION Statewide	TARGETED POPULATION(S) Qualifying communities

PROJECT CHARACTERISTICS

Provides grant funding for the purchase and installation of regulatory and warning signs, supports, and field reference markers to qualifying counties/cities.

PROBLEM IDENTIFICATION

A certain portion of small communities in Missouri lack traffic engineering expertise or funding for traffic engineering projects. As a result, traffic signing plans required to safely and efficiently move traffic through the communities become outdated. Lack of funding for sign maintenance results in existing signs deteriorating to levels not in compliance with MUTCD standards.

GOALS AND OBJECTIVES

To provide sign materials to assist local governments in implementing their traffic sign plans developed through Traffic Engineering Studies.

STRATEGIES & ACTIVITIES

- 1) Funding will be 75/25 with the local government's installation labor representing the 25% cost sharing.
- 2) Improvements will be for routes not on the Federal-Aid system and will be consistent with NHTSA/FHWA grant funding policies.
- 3) The local government will agree to bring all traffic signs within the jurisdiction into conformance with the Manual on Uniform Traffic Control Devices.
- 4) The local government agrees to install the signs funded within six months from the date of receipt of materials.
- 5) The local government will keep, control, and maintain the improvements contemplated by the project the same as, and for all purposes, a part of its road system, at its cost and expense and at no cost or expense to the Missouri Division of Highway Safety (MDHS).
- 6) All materials must be purchased in accordance with competitive bid requirements as established by the local government.
- 7) A Traffic Engineering Assistance Program (TEAP) study or a similar study performed by the Missouri Department of Transportation shall be required prior to participation in the project. Other studies may be accepted at the discretion of the MDHS.

RESULTS

Two signing projects were conducted during this fiscal year—Fayette and Jennings.

- Fayette: 118 stop signs and u-channel posts were replaced based on a recommendation from MoDOT. Existing signs were faded and did not meet MUTCD conditions.
- Jennings: 153 stop signs and plaques, 55-speed limit signs, 22 directional signs, 108 no parking signs, and 105 various warning and regulatory signs were replaced based upon a TEAP Study completed by the Crawford, Bunte, and Brammeier Consultant Company.

BRIDGE ENGINEERING ASSISTANCE PROGRAM

PROJECT NUMBER: RS-11-05

PROGRAM AREA

Engineering

JURISDICTION SIZE

Statewide

TYPE OF JURISDICTION

Statewide

TARGETED POPULATION(S)

Local Counties and Municipal Jurisdictions

PROJECT CHARACTERISTICS

Bridge Engineering Assistance Program (BEAP): is a federally funded program with the purpose of retaining private consulting firms with expertise in bridge engineering to aid local public agencies with specific bridge engineering problems on their streets, roads and highway systems (non-state system). BEAP services are not intended to duplicate services already available to local agencies either through the MoDOT district or Central Office.

PROBLEM IDENTIFICATION

Many of these local agencies and their political subdivisions have neither the funds nor the engineering expertise necessary to conduct effective bridge evaluations or determine bridge maintenance and repair priorities. These services are intended to be available to attack definite operational or structural problems presently being experienced on an existing bridge, and are not intended to be used for the development of detailed plans for new bridges. The consultant services provided under this program are intended to maximize the availability of professional advice or services to local public agencies with technician and drafting time minimized.

GOALS AND OBJECTIVES

To provide Missouri local public agencies with the assistance necessary to study bridge engineering problems.

STRATEGIES & ACTIVITIES

Local public agencies identify a bridge engineering problem within their jurisdiction and select a consulting firm from a list of consultants contracted with the Missouri Department of Transportation (MoDOT) for BEAP projects. The local public agencies then send MoDOT their request for bridge engineering assistance. If the local public agencies meet the criteria for participation in BEAP, selections will be made by MoDOT based on need and eligibility. Eligibility is based on the local public agency not having personnel with sufficient engineering expertise to conduct effective bridge evaluations and develop immediate structural repair procedures and details.

RESULTS

(shown on following page)

BRIDGE ENGINEERING ASSISTANCE PROGRAM (BEAP)

DIST	COUNTY	CONSULTANT	PROJECT	OBLIGATION	INVOICE	PAYMENT
4	CASS	H&C	00HSP-01	\$1,820	\$1,736.82	\$1,736.82
6	ST. LOUIS	M&M	00HSP-02	\$1,715	\$1,715.00	\$1,715.00
4	LAFAYETTE	SKW	00HSP-03	\$1,350	\$1,350.00	\$1,350.00
7	JASPER	H&C	00HSP-04	\$1,560	\$1,261.43	\$1,261.43
4	CASS	H&C	00HSP-05	\$1,820	\$1,795.93	\$1,795.93
1	BUCHANAN	H&C	00HSP-06	\$1,820	\$1,807.23	\$1,807.23
8	CHRISTIAN	H&C	00HSP-07	\$2,120	\$2,074.14	\$2,074.14
2	MERCER	SKW	00HSP-08	\$1,800	\$1,800.00	\$1,800.00
4	CASS	H&C	00HSP-09	\$1,820	\$1,623.40	\$1,623.40
5	BOONE	H&C	00HSP-10	\$2,240	\$2,235.37	\$2,235.37
2	GRUNDY	SKW	00HSP-11	canceled	canceled	canceled
7	NEWTON	H&C	00HSP-12	\$1,450	\$851.19	\$851.19
5	CALLAWAY	SKW	00HSP-13	\$1,900	\$1,900.00	\$1,900.00
1	HARRISON	H&C	00HSP-14	\$1,600	\$1,514.58	\$1,514.58
6	ST. LOUIS	ESC	00HSP-15	\$1,200	\$889.43	889.43
1	GENTRY	H&C	00HSP-16	\$2,750	\$2,668.33	\$2,668.33
1	ANDREW	H&C	00HSP-17	\$1,400	\$675.54	\$675.54
1	ANDREW	H&C	00HSP-18	\$1,400	\$1,215.95	\$1,215.95
7	VERNON	H&C	00HSP-19	\$1,750	\$1,021.24	\$1,021.24
1	CALDWELL	H&C	00HSP-20	\$1,500	\$1,500.00	\$1,500.00
4	CLAY	H&C	00HSP-21	\$2,200	\$1,343.27	\$1,343.27
7	MCDONALD	H&C	00HSP-22	\$1,900	\$1,815.24	\$1,815.24
2	GRUNDY	SKW	00HSP-23	\$1,500	\$1,500.00	\$1,500.00
2	LIVINGSTON	H&C	00HSP-24	\$1,800	\$1,433.22	\$1,433.22
1	ANDREW	H&C	00HSP-25	\$1,550	\$1,487.13	\$1,487.13
3	WARREN	H&C	00HSP-26	\$1,900	\$1,716.05	\$1,716.05
6	ST. LOUIS	ESC	00HSP-27	\$1,000	\$694.18	\$694.18
1	DEKALB	H&C	00HSP-28	\$1,450	\$825.37	\$825.37
1	BUCHANAN	H&C	00HSP-29	\$1,500	\$1,456.43	\$1,456.43
1	DEKALB	M&W	00HSP-30	\$1,100	\$1,100.00	\$1,100.00
1	HOLT	M&W	00HSP-31	\$4,850	\$4,850.00	\$4,850.00
1	ATCHISON	H&C	00HSP-32	\$1,820	\$1,467.36	\$1,467.36
1	DAVIESS	SKW	00HSP-33	\$1,900	\$1,900.00	\$1,900.00
5	BOONE	H&C	00HSP-34	\$1,990	\$1,280.20	\$1,280.20
7	ST.CLAIR	H&C	00HSP-35	\$1,500	\$1,533.74	\$1,533.74
7	VERNON	H&C	00HSP-36	\$1,150	\$742.55	\$742.55
9	WASHINGTON	ESC	00HSP-37	\$1,200	\$1,106.69	\$1,106.69
7	BARTON	H&C	00HSP-38	\$950	\$763.65	\$763.65
1	HARRISON	M&W	00HSP-39	\$1,300	\$1,300.00	\$1,300.00
8	GREENE	H&C	00HSP-40	\$1,550	\$952.95	\$952.95
5	BOONE	H&C	00HSP-41	\$2,350	\$1,955.10	\$1,955.10
1	WORTH	H&C	00HSP-42	\$1,940	\$1,786.77	\$1,786.77
7	BARRY	H&C	00HSP-43	\$1,590	Pending	Pending
Sub Total				\$73,005	\$62,645.48	\$62,645.48
Balance Pending					\$1,590.00	\$1,590.00
BALANCE				\$73,005	\$64,235.48	\$64,235.48

TRAFFIC ENGINEERING ASSISTANCE PROGRAM

PROJECT NUMBER: RS-11-05

PROGRAM AREA

Engineering

JURISDICTION SIZE

Statewide

TYPE OF JURISDICTION

Statewide

TARGETED POPULATION(S)

Local Counties and Municipalities

PROJECT CHARACTERISTICS

Traffic Engineering Assistance Program (TEAP): TEAP is a federally funded program with the purpose of retaining private consulting firms with expertise in traffic engineering to aid cities and counties with specific operational problems on their streets and highways (non-state system).

PROBLEM IDENTIFICATION

TEAP: Most cities and counties do not have personnel with expertise to perform the necessary traffic engineering analysis with their specific operational problems. Correction of these problems may require detailed assessment of traffic crash analysis, traffic counts, speed surveys, minor origin and destination studies, non-rapid transit studies, parking supply and demand, capacity analysis, lighting analysis and design, traffic control devices (inventory and layout), or traffic signal progression analysis and design. (This is not a complete list of what studies a traffic engineer consultant may be called upon to perform.)

GOALS AND OBJECTIVES

TEAP: This program is aimed at correcting operational problems on city and county streets and highways.

STRATEGIES & ACTIVITIES

TEAP: Local agencies identify an operational problem within their jurisdiction and select a consulting firm from a list of consultants contracted with the Missouri Department of Transportation (MoDOT) for TEAP projects. The local agencies then send MoDOT their request for traffic engineering assistance. If the local agencies meet the criteria for participation in TEAP, MoDOT will make selections based on need and ability.

RESULTS

(shown on following page)

TEAP FY 2000 Annual Review

Consultant	Local Agency	Total Cost	MoDOT Cost	Project Location
Crawford, Bunte, Brammeier	St. Peters	\$9,934.00	\$7,947.00	Mexico Road - Church Street to Spencer Road
George Butler Associates, Inc.	City of Warsaw	\$12,491.68	\$8,000.00	Major Access Thoroughfares serving Warsaw
	City of St. Charles	\$5,798.77	\$4,639.02	Intersection of Pralle Lane and Blue Stone Drive in the City of St. Charles
	City of St. Charles	\$4,858.45	\$3,886.76	Hackmann Road in the City of St. Charles
	City of Lake St. Louis	\$5,766.92	\$4,613.54	Henke Road in the City of St. Louis
HDR Engineering	No Projects			
Shafer, Kline & Warren, Inc.	Pettis County	\$7,156.53	\$5,725.22	Lamm's Lane and Overstreet, and the intersection of Buckley with Union Pacific RR
The LARKIN Group	No Projects			
Traffic Engineering, Inc.	Green County Highway Department	\$12,011.00	\$8,000.00	3025 East Kearney Street, Springfield, MO
TranSystems Corporation	City of Raymore	\$9,708.20	\$7,766.56	Calico & Crest Drives intersection; Segments of Kentucky, County Line, Hubach Hill & Gore Roads
	City of Raymore	\$7,883.48	\$6,306.78	Kentucky Rd.-Rte 58 to County Line Rd.; County Line Rd.-Kentucky Rd. to east city limits
	City of West Plains	\$9,990.90	\$7,992.72	Arterial and collector streets under city jurisdiction
Wilson & Company	No Projects			

ENGINEERING TRAINING & CONFERENCES

PROJECT NUMBER: RS-11-06

PROGRAM AREA

Engineering

JURISDICTION SIZE

Statewide

TYPE OF JURISDICTION

Statewide

TARGETED POPULATION(S)

Regional and Local Government Agencies

PROJECT CHARACTERISTICS

The Annual Traffic Conference provides a forum for the discussion of highway safety engineering topics and includes speakers from both the public and private sectors. The Traffic Safety Workshops and Manuals program provides training for regional and local personnel in areas of traffic safety.

PROBLEM IDENTIFICATION

On the regional and local government level there exists a lack of trained personnel in traffic engineering. Often the task of evaluating or recognizing traffic problem areas lies with personnel whose primary responsibilities are directed elsewhere. Their training and qualifications are not always related to traffic or safety engineering.

GOALS AND OBJECTIVES

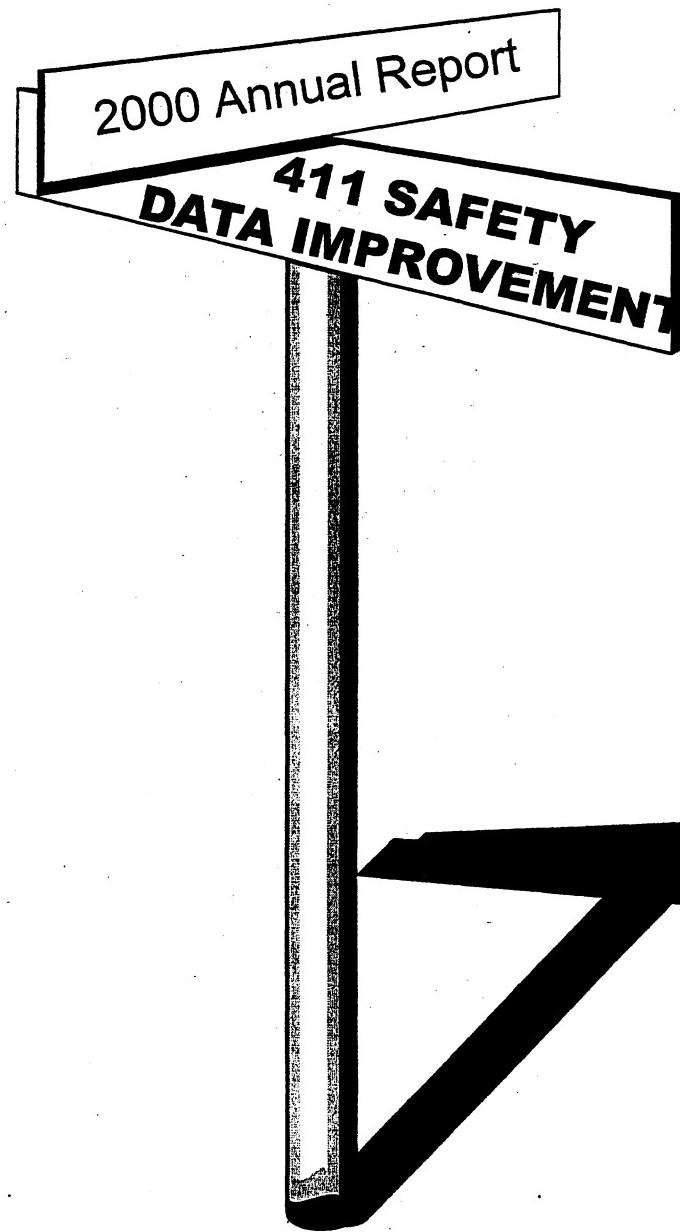
To ensure the safety of the traveling and pedestrian public by providing regional and local government agencies with training regarding standards, methods, and new developments in engineering as it relates to traffic safety issues.

STRATEGIES & ACTIVITIES

- Highway Safety Advisory Committee (HSAC) will meet at least twice a year to discuss the Annual Traffic Conference and Traffic Safety Workshops
- Invite state and local agencies to provide input into the topic selection for the conference and the workshops (through meetings and surveys)
- Develop an agenda for the Annual Traffic Conference and Seminars based on input from state and local agencies

RESULTS

There were approximately 100 attendees for the 51st Annual Traffic Conference and Seminars held on April 24-26, 2000 in Columbia, Missouri. A questionnaire was handed out and the results were used to guide the HSAC in the planning process for the 52nd Annual Traffic Conference and Seminars.



411 INCENTIVE GRANT SAFETY DATA IMPROVEMENT

The State of Missouri is keenly aware of the need to include a process that not only identifies problem locations for traffic crashes, but also affords opportunities to use the data for countermeasure development, implementation, and evaluation of those countermeasures. Portions of this process are in place and are beginning to be used quite effectively. Other portions are present but unable to be linked to other data. The overall goal is to create a data warehouse that contains a linkage of all traffic records databases within the state.

BENCHMARKS

Established	Result
1) Conduct an impartial Traffic Records Assessment of Missouri's existing systems of traffic records data, collection, availability, integration capabilities between data sources, and use of data	The Assessment was completed
2) Develop a State Strategic Plan for Traffic Records that: <ul style="list-style-type: none"> • uses the State Traffic Records Advisory Committee (STRAC) to educate state/local agencies in the use of highway safety information & traffic records data and to enhance the collection, management, & use of the information at all jurisdiction levels • establishes a means by which collection, management, & use of highway safety information could be coordinated among all organizations at all jurisdictional levels with responsibility for highway transportation policy • integrates the planning of highway safety programs and highway safety information systems • provides managers and users of highway safety information with resources to select appropriate technology to support their information needs • establishes a cadre of highway safety professionals in the state who are trained in the analytic methods appropriate for evaluation of highway safety information 	The Strategic Plan was produced that incorporates each of the components. Implementation of the components is on an ongoing basis.

Strategies

Identified	Implemented
Develop a committee—with support from the Director level—to address the issues necessary to overcome the linkage problems and work toward producing the linkages	Directors of all participating agencies formed a committee to support this effort
Begin file linkage	The crash data files from the Highway Patrol and MoDOT are being reengineered to link with each other (ongoing)
Update Strategic Plan	The Plan was updated

TRAFFIC RECORDS ASSESSMENT & STRATEGIC PLAN FOR TRAFFIC RECORDS

PROJECT NUMBER: J9-06-01 & J9-06-02

PROGRAM AREA

411 Safety Data Improvement

JURISDICTION SIZE

State population—Est. 5.5 million

TYPE OF JURISDICTION

Statewide

TARGETED POPULATION(S)

All people on Missouri roadways

PROJECT CHARACTERISTICS

This project provided the basis for an evaluation team of experts to perform an independent assessment of Missouri's traffic records systems.

PROBLEM IDENTIFICATION

State-maintained traffic records data systems need to be updated and improved to facilitate linkage of the various state data systems. Because of time constraints, different operating systems, and lack of an opportunity to evaluate other agencies' systems, is difficult for Missouri statisticians to have the time or opportunity to review all the existing systems within the state. An independent evaluation team is needed to perform an objective overall assessment of the entire system.

GOALS AND OBJECTIVES

Goal: To create a "data warehouse" by linking Missouri's traffic records data systems which will enable Missouri's highway safety professionals to design and manage better strategies for reducing traffic crashes, deaths, and injuries.

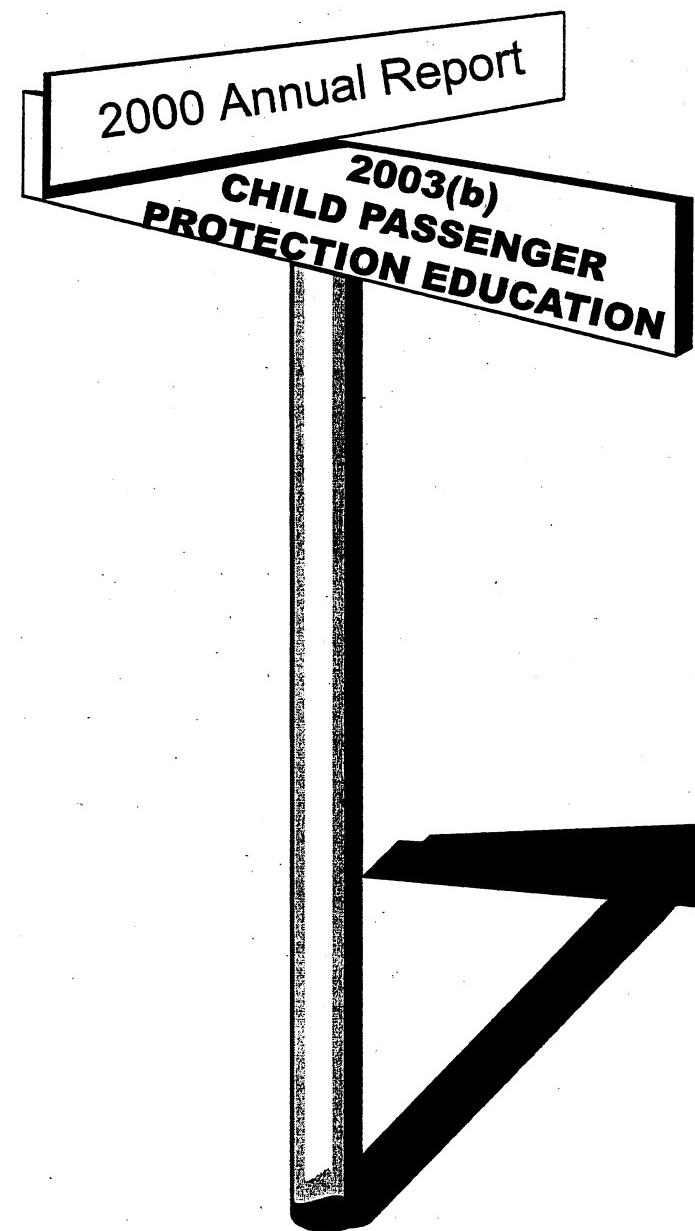
Objective: To conduct a Traffic Records Assessment, which will provide direction for the development of both short and long-term goals and objectives.

STRATEGIES & ACTIVITIES

- Utilize 411 funds to assist in the development of the linked data systems
- Develop a Strategic Plan to provide direction for the participating agencies as each objective is addressed

RESULTS

- A statewide Traffic Records Assessment was conducted in December of 1999
- As a result of the assessment, the Missouri Strategic Plan was developed with strategies and objectives designed to attain the stated goal



2003(b) INCENTIVE GRANT CHILD PASSENGER PROTECTION EDUCATION

The Missouri Division of Highway Safety plans to implement a program to help prevent motor vehicle injuries and deaths to children. This will be accomplished by educating the public (parents and caregivers especially) about the importance of correctly installing and using child safety seats, booster seats, and safety belts. The Section 2003(b) planned education programs will have a statewide reach, yet will focus solely on child passenger safety education and will specifically target low-income and minority groups thereby complementing the efforts of the other Highway Safety grant programs.

The overall goal of this project is to assure that 100% of the individuals checking their Child Safety Seat at a fitting station leave the station with: 1) increased knowledge of the correct seat to use for their child/children and their vehicle(s); 2) increased knowledge of the correct way to install their child safety seat; and 3) a correctly installed seat.

Strategies (Note: Due to changes in personnel within this program area, the strategies and program funding will be carried over into the next fiscal year. None of the strategies identified were implemented in FY 2000)

Public Information:

- Develop and distribute educational materials with the potential of reaching 2 million people
- Develop and distribute at least 25,000 Child Restraint Resource Guides to be used for public education and at all child passenger safety training/retraining courses
- Establish 4 fitting stations, with all necessary materials/supplies, in the Kansas City area (sites will also serve as distribution points for reduced-cost child safety seats for low income and/or minority individuals)
- Develop at least 3 new partnerships

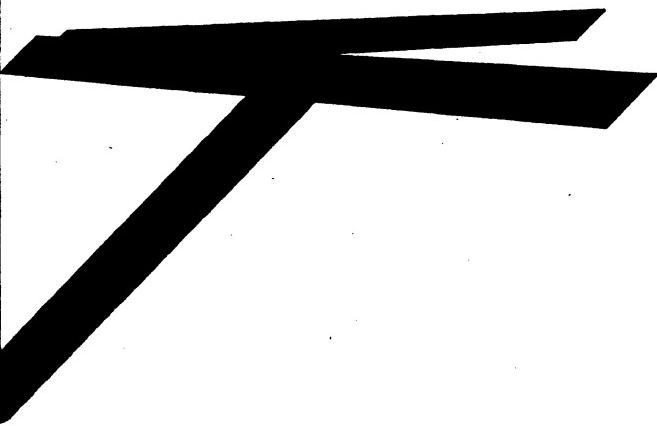
Training:

- Conduct at least one 4-day Standardized Child Passenger Safety Training in year 2000
- Train 15-25 participants from organizations serving minority/low-income groups
- Participants will represent law enforcement, fire, EMS, medical personnel, educators, etc.
- Certify 15-25 Child Passenger Safety Technicians
- CPS Technicians will support the fitting stations in their area
- Retrain a minimum of 25 Child Passenger Safety Experts

X

2000 Annual Report

405 OCCUPANT
PROTECTION INCENTIVES



405 INCENTIVE GRANT OCCUPANT PROTECTION

This program provides incentive grant funding to states that have adopted and implemented effective programs to reduce highway deaths and injuries resulting from individuals riding unrestrained or improperly restrained in motor vehicles. No specific benchmarks have been established for this incentive grant since the award is based upon existing programs.

The strategies employed were to enhance existing training efforts and increase sTEP enforcement projects. Standardized Child Passenger Safety Training was offered and enforcement allowances were provided to the State Highway Patrol and local city/county law enforcement.

The specific projects are outlined on the following pages.

STANDARDIZED CHILD PASSENGER SAFETY TRAINING

PROJECT NUMBER: J2-05-01

PROGRAM AREA

405 Occupant Protection Incentive

JURISDICTION SIZE

Statewide

TYPE OF JURISDICTION

Statewide

TARGETED POPULATION(S)

All drivers, all passengers, children in safety seats

PROJECT CHARACTERISTICS

This in-house memo project maintains the Division's effort to certify technicians in Standardized Child Passenger Safety Training and provides support materials.

PROBLEM IDENTIFICATION

Misuse of child safety seats is calculated conservatively at 80% or greater in the state of Missouri. Without certified technicians to check the seats, parents will not be educated in proper use and installation techniques.

GOALS AND OBJECTIVES

To educate parents/law enforcement officers/school bus drivers on the importance of:

- using child safety seats;
- purchasing an approved child safety seat that fits both the child and the vehicle(s); and
- installing child safety seats correctly.

STRATEGIES & ACTIVITIES

- Purchase child safety seats for distribution through the Missouri State Highway Patrol
- Train Child Passenger Safety Seat Technicians
- Train school bus drivers in child passenger safety seat

RESULTS

Course Dates	Location	Number Trained
2/29-3/4/00	Jefferson City	22
6/27/2000	Warrensburg	49
6/30/2000	Warrensburg	96
7/25/2000	Warrensburg	42
10/9-10/12/00	Springfield	9

OCCUPANT PROTECTION STEP PROJECTS—MSHP

PROJECT NUMBER: J2-05-02

PROGRAM AREA

405 Occupant Protection Incentive

JURISDICTION SIZE

Statewide

TYPE OF JURISDICTION

Statewide

TARGETED POPULATION(S)

All drivers & Parents of children in safety seats

PROJECT CHARACTERISTICS

Seatbelt and child safety restraint enforcement operation and pre and post usage surveys.

PROBLEM IDENTIFICATION

Seatbelt and child safety restraint compliance continues to be problem for the state of Missouri.

GOALS AND OBJECTIVES

Increase compliance with safety restraint laws and heighten awareness of motoring public regarding benefits of safety restraint usage.

STRATEGIES & ACTIVITIES

Operations and surveys were conducted during the month of September in Troops A, C, D, E, F and H. Enforcement actions as well as surveys were conducted by officers in fully marked patrol vehicles.

RESULTS

See attached documents.

GRANT ENFORCEMENT ACTIVITIES ANNUAL REPORT

Project Number: 00-J2-05-02Year : 2000Agency Name: Missouri State Highway Patrol

	Entire Department	HMV Enforcement	Occupant Restraint Enforcement	DWI Enforcement	Youth Alcohol Enforcement	Other Project (Please Describe)
DWI Arrests			8			
Speeding Violations			400			
HMV Violations			43			
TOTAL HMV VIOLATIONS <small>(A total of the three above categories)</small>			451			
Seat Belt Violations			467			
Child Restraint Violations			7			
Number of Traffic Stops			UNK			
Number of Hours Worked			425			

Total number of crashes for grant contract period.(October 1, 1999 – September 30, 2000):

Fatal _____

Injury _____

Property Damage _____

Reporting Officer's Name Captain Sandra Karsten

SELECTIVE TRAFFIC ENFORCEMENT PROGRAM

Project Number: J2-05-3

PROGRAM AREA

405 Occupant Protection Incentive

TYPE OF JURISDICTION

Urban & Rural - Statewide

JURISDICTION SIZE

Approximately 4,375,000 (80% of current estimated population)

TARGETED POPULATION(S)

All Drivers

PROJECT CHARACTERISTICS

To provide funding for overtime enforcement of hazardous moving violations within the twenty counties identified as representing 80% of the population of MO. Funding provided to recognized law enforcement agencies whose jurisdiction is included in the targeted population center. All activity was documented with a pre study of seat belt usage and a post study of the usage after the enforcement activities were conducted. This is a modified STEP program designed to get driving behavior modification of Missouri Drivers prior to the winter driving season.

PROBLEM IDENTIFICATION

Driving skills have deteriorated over the past few years among a large percentage of the population. This is due to many factors including lack of structured educational programs to teach new drivers, higher speeds, and the increase in aggressive driving, to name a few. Traditional forms of education and public information alone have not yielded much success in getting a larger portion of the population to obey the traffic laws of the state (including use of seat belts by drivers and passengers).

GOALS AND OBJECTIVES

Goal: To modify drivers' behavior so they will be more conscious of driving safely and obeying Missouri's traffic laws.

Objectives:

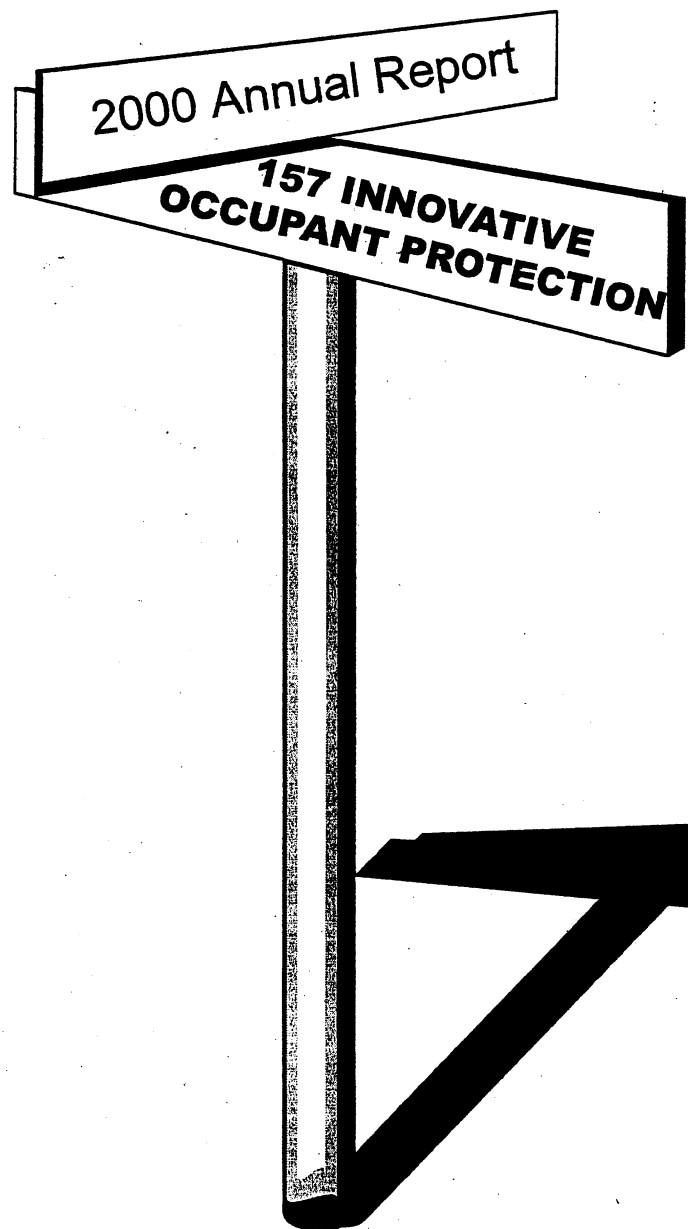
- Involve as many of local enforcement agencies, from the targeted 20 counties, in conducting a specialized enforcement campaign during the specified time period
- Conduct local usage and compliance studies to determine the success rates
- Assess the combined enforcement activities to determine if they work best when done singularly or as a part of a combined enforcement effort

STRATEGIES & ACTIVITIES

Contract with local enforcement agencies in the twenty counties to conduct--during a specific period of time--saturation enforcement efforts addressing hazardous moving violations, along with seat belt and child safety seat violations.

RESULTS

- 109 law enforcement agencies were contracted with to conduct this enforcement campaign
- 9,024 traffic stops were made, resulting in the following HMV's:
 - 50 DWI
 - 2706 Speed
 - 286 Signal
 - 713 other HMV
- 5,441 non-hazardous moving violations were also written yielding;
 - 3022 Seat Belt violations
 - 156 Child Restraint violations
 - 7876 other violations
- A notable increase also occurred in the local observed seat belt usage rate



SECTION 157 INNOVATIVE GRANT ENHANCED OCCUPANT PROTECTION INITIATIVES

In April 1999, Missouri submitted a Plan to apply for this special occupant protection Innovative Grant in an attempt to enhance current countermeasure efforts. The Plan recognized that enforcement plays a key role in the public's perception of the risk of arrest. If they see the laws are being enforced, they will hopefully drive in a safer manner.

With the tight budgets that law enforcement agencies continue to operate from, it was decided that a statewide Special Traffic Enforcement Program (sSTEP) approach would facilitate a coordinated effort. This approach could expand the success of Operation ABC efforts and send a clear message that the law requires seat belt use—no exceptions, no excuses. It was also decided that a strong media campaign, coupled with law enforcement efforts, would have a greater impact.

Another component was training. In order to effectively determine misuse of child safety seats, and correct that misuse, a statewide base of certified technicians must be trained.

BENCHMARKS

Established	Result
Increase Safety Belt use 10% by 9/30/00 over 1998 rate of 60.42%	Safety Belt use increased to 67.72%

Strategies

Identified	Implemented
Secure the services of a full-time sSTEP (Special Traffic Enforcement Program) Coordinator to manage operations of the statewide law enforcement approach	Not implemented
Conduct sTEPs in 20 local governments	Implemented in 20 counties (in excess of 125 agencies)
Plan & implement 4 sSTEP WAVES with the 20 local government areas to coincide with the national mobilization schedule	Accomplished
Secure public relations agency for area briefings and to supplement NHTSA materials with development of state campaign-specific items (PSAs)	No agency was secured; however, materials and PSAs were produced & distributed which was enhanced by a statewide billboard campaign
Plan and support statewide efforts to train & motivate law enforcement officers, prosecutors and judges	Not implemented yet
Expand public information & education programs designed to complement newly upgraded legislation & statewide enforcement	Legislation did not change, but law enforcement agencies were provided with collateral materials to assist them in promoting their local enforcement efforts
Implement a statewide law enforcement training program	Not implemented yet
Train & certify 3 Child Passenger Safety Instructors in Missouri	5 Instructors Trained—4 from MDHS; 1 from National Guard
Train & certify 100 Child passenger Safety Technicians in MO	10 Technicians trained from this grant; however more were trained from other supplementary grant programs
Establish a baseline rate for correct child passenger seat use	Working on methodology in hopes to complete in FY 2001
Expand standardized child passenger safety training of police officers	Ongoing efforts to continue to expand our reach
Expand existing programs that enforce other traffic laws (i.e. DWI) as a means for implementing highly visible enforcement of safety belt use	Accomplished through PTS activities in the Regular 402 Highway Safety Program
Evaluate the effectiveness of Missouri's efforts by conducting state safety belt & child restraint survey each year.	Statewide seat belt survey was conducted in September but child safety seat survey methodology was not completed

INCREASED OCCUPANT PROTECTION
(MDHS Memo)

PROJECT NUMBER: 157-05-01

PROGRAM AREA

157 Innovative Occupant Protection

JURISDICTION SIZE

Statewide

TYPE OF JURISDICTION

Statewide

TARGETED POPULATION(S)

All drivers & passengers

PROJECT CHARACTERISTICS

This in-house memo project provided funding for costs associated with producing a safety belt awareness campaign and hosting Standardized Child Passenger Safety training. Costs included production and posting of campaign public service announcements (billboard and radio), training materials, and travel.

PROBLEM IDENTIFICATION

The 1999 seat belt usage rate in Missouri was surveyed at 67.72%. Although this rate increased substantially over 1998 (60.82%), it is still below the national average. In addition, Missouri's misuse rate for child safety seats continues to be estimated at above 80%.

GOALS AND OBJECTIVES

1. Heighten public awareness regarding the importance of wearing seat belts in an effort to increase voluntary compliance.
2. Increase the base of certified CPS trainers in an effort to increase the correct use rate for child safety seats.

STRATEGIES & ACTIVITIES

- Develop radio and billboard campaign
- Schedule training programs

RESULTS

While only one training program was held, even one training allowed more trainers to be in the field throughout the state. The billboard and radio campaigns were extremely successful. The radio ads were broadcast on **66 stations** during peak drive times (6 a.m. & 7 p.m.) for 5 weeks. It is estimated the radio ads were played **20 times a week** for a total of **8,662,200** times and reached a listening audience of **1,299,200**. Radio talk shows were also scheduled to endorse seat belts and enlighten the public. In addition, donated billboard space was secured and was posted with seat belt messages. These messages were also made into posters for schools, businesses, etc. Messages were:

*It only takes 3 seconds to buckle up. Dead is forever
If you think a zit is bad, try a windshield. Buckle Up.
Safety Belts Prevent Alien Abductions. Buckle Up.*

STOP THE KNOCK—MSHP

PROJECT NUMBER: 157-02-4

PROGRAM AREA

157 Innovative Occupant Protection

JURISDICTION SIZE

Statewide

TYPE OF JURISDICTION

Statewide

TARGETED POPULATION(S)

High School Juniors/Seniors & other at-risk drivers

PROJECT CHARACTERISTICS

The Stop the Knock safety education program is designed around the concept of asking the motoring public (primarily high school age drivers) to help the Highway Patrol stop having to knock on doors to inform people that a loved one has been killed or seriously injured in a traffic crash. The program consists of a video and programs built around the concept.

PROBLEM IDENTIFICATION

Fatal traffic crashes are one of the leading causes of death in the United States and the greatest cause of violent death. Driving while drinking, driving too fast, inattention, and failure to use a safety restraint system are all leading factors in fatal or serious traffic crashes. All of these factors also involve choices made by motor vehicle operators. Educating operators about the consequences of their choices and the effects those choices have on not only themselves but their parents, friends, and others is a major factor in reducing these crashes.

GOALS AND OBJECTIVES

- To reduce fatal traffic crashes and the number of persons killed or injured by educating the public in 3 primary areas: Drive sober, drive at safe speeds, and wear occupant restraints. The program will also highlight the need for drivers to pay attention to the job of driving.
- To provide a highly visible public education campaign by the Missouri State Highway Patrol
- To positively impact traffic problems in the state by reducing the number of traffic crashes.

STRATEGIES & ACTIVITIES

- The primary strategy of the campaign is to create and coordinate a traffic safety education program that will be used primarily in high schools and with younger drivers.
- A video was produced which highlights the campaign and is intended to emotionally reach the target audience. The original production date was delayed by the need to acquire song copyrights to the four musical numbers used in the video.
- Promotional items, which are appropriate for the target audience, have been purchased and will be used to help remind the drivers involved in the program of the programs message. We have purchased wallet style key rings that bear the "Stop the Knock" logo and picture magnets that carry the message of the program for distribution to individuals who have gone through the program.

RESULTS

The program is not scheduled to begin until January or February 2001. It is the intent of MSHP to have this program used in all nine troops during the late winter and early spring of 2001. This will allow the Patrol to hit the target audience just before the heavy spring and summer driving period and just prior to many proms and graduation celebrations. They have set a goal of presenting the program to over 10,000 students during the months of February, March, April, and May of 2001. The safety education program is designed to run for at least three years.

OCCUPANT PROTECTION MEMO

PROJECT NUMBER(s): SO-05-02

PROGRAM AREA

Special Occupant Protection (Carryover)

JURISDICTION SIZE

Statewide

TYPE OF JURISDICTION

Statewide

TARGETED POPULATION(S)

All drivers, all passengers, children in safety seats

PROJECT CHARACTERISTICS

This in-house memo project supports the Division's effort to encourage the use of seat belts and child safety seats.

PROBLEM IDENTIFICATION

Missouri's 1999 seat belt usage rate was 60.8% (lower than the national average); misuse of child safety seats is calculated conservatively at 80% or greater.

GOALS AND OBJECTIVES

To educate the public on the importance of:

- wearing seat belts at all times;
- using child safety seats; and
- installing child safety seats correctly.

STRATEGIES & ACTIVITIES

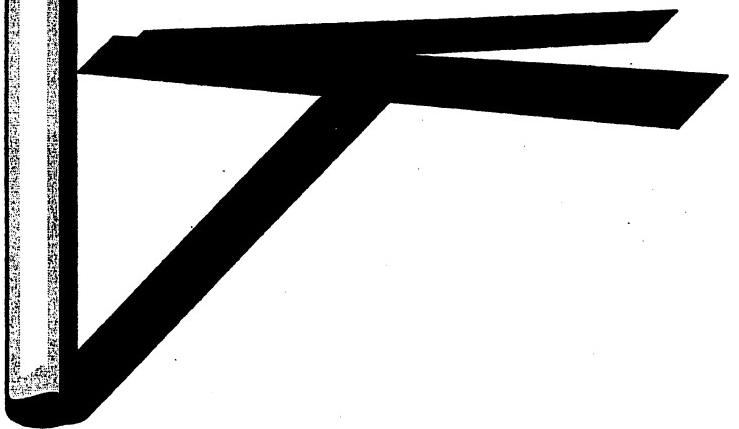
- Develop and distribute educational materials throughout the state
- Train/retrain Child Passenger Safety Technicians (travel, meals, materials, etc.)
- Purchase/distribute incentive items

RESULTS

- Purchased educational materials and incentive items for distribution statewide (100,000 Seat Belt Patrol Badges, 25 Buckle Up Videos, 20,000 Stress Balls, 20,000 Buckle Up Bandaid dispensers).
- Hosted 2 Child Passenger Safety Technician Training sessions and purchased supplies and travel costs associated with these training session.
- Trained 3 MDHS staff at the International Child Passenger Safety Technician Conference in Arlington, TX

2000 Annual Report

**BUDGET
ADDENDUM**



MISSOURI DIVISION OF HIGHWAY SAFETY-FY 00 PROJECTS				Total Allocation	Funding Source		
					102	103	110
			PLANNING AND ADMINISTRATION	\$ 140,000.00	\$ 140,000.00		
1	00-PA-01	MDHS	Coordination (internal administration)	\$ 140,000.00	\$ 140,000.00		
			POLICE TRAFFIC SERVICES	\$ 2,200,473.80	\$ 2,200,473.80		
1	00-PT-02-1	MDHS	Coordination (program Management)	\$ 115,000.00	\$ 115,000.00		
2	00-PT-02-2	MDHS	LETSAC Advisory Council Support	\$ 20,000.00	\$ 20,000.00		
3	00-PT-02-3	MSHP	Law Enforcement Training/Autocad Training	\$ 113,668.00	\$ 113,668.00		
3	00-PT-02-4	CMSU	Law Enforcement Training	\$ 51,360.00	\$ 51,360.00		
3	00-PT-02-5	CMSU	Motorcycle Training	\$ 34,909.92	\$ 34,909.92		
3	00-PT-02-6	Missouri Southern	Law Enforcement Training	\$ 40,500.00	\$ 40,500.00		
4	00-PT-02-8	MDHS	Special Traffic Enforcement Statewide (S.T.E.P.)	\$ 21,500.00	\$ 21,500.00		
5	00-PT-02-9	MDHS	Postage, Printing, Photography, misc. expenses	\$ 140,000.00	\$ 140,000.00		
6	00-PT-02-10	MDHS	Public Information and Education	\$ 40,000.00	\$ 40,000.00		
6	00-PT-02-11	Beenders Mktg Group	Public Information and Education (Ad Agency)	\$ 175,000.00	\$ 175,000.00		
6	00-PT-02-13	MDHS	S.T.E.P.-Overtime enf. by local & county officers -Cass Co.	\$ 30,000.00	\$ 30,000.00		
6	00-PT-02-14	MDHS	National/Regional Highway Safety Workshops	\$ 55,000.00	\$ 55,000.00		
7	00-PT-02-15	MDHS	Equipment Upgrade	\$ 20,000.00	\$ 20,000.00		
			Enforcement Projects				
8	00-PT-02-17	Arnold PD	(See attached sheets for a description of each project on all law enforcement grants)	\$ 2,500.00	\$ 2,500.00		
8	00-PT-02-18	Bellefontaine Neighb.		\$ 14,100.00	\$ 14,100.00		
8	00-PT-02-19	Bel-Nor PD		\$ 4,000.00	\$ 4,000.00		
8	00-PT-02-21	Belton PD		\$ 18,950.00	\$ 18,950.00		
8	00-PT-02-22	Berkeley PD		\$ 8,500.00	\$ 8,500.00		
8	00-PT-02-23	Boone County SD		\$ 9,000.00	\$ 9,000.00		
8	00-PT-02-24	Brentwood PD		\$ 5,000.00	\$ 5,000.00		
8	00-PT-02-27	Cass County SD		\$ 13,500.00	\$ 13,500.00		
8	00-PT-02-29	Chesterfield PD		\$ 60,000.00	\$ 60,000.00		
8	00-PT-02-30	Clay County SD		\$ 34,300.00	\$ 34,300.00		
8	00-PT-02-31	Clinton PD		\$ 1,000.00	\$ 1,000.00		
8	00-PT-02-32	Cole County SD		\$ 13,125.00	\$ 13,125.00		
8	00-PT-02-33	Columbia PD		\$ 10,000.00	\$ 10,000.00		
8	00-PT-02-34	Country Club Hills PD		\$ 2,000.00	\$ 2,000.00		

MISSOURI DIVISION OF HIGHWAY SAFETY-FY 00 PROJECTS				Funding Source	
				Allocation	Allocation
Enforcement Projects Continued					
8	00-PT-02-35	Creve Coeur PD	(See attached sheets for a description of each project on all law enforcement grants)	\$ 10,104.00	\$ 10,104.00
8	00-PT-02-36	Des Peres PD		\$ 4,000.00	\$ 4,000.00
8	00-PT-02-37	DeSoto PD		\$ 2,500.00	\$ 2,500.00
8	00-PT-02-38	Ellisville PD		\$ 4,500.00	\$ 4,500.00
8	00-PT-02-39	Eureka PD		\$ 6,500.00	\$ 6,500.00
8	00-PT-02-40	Farmington PD		\$ 5,500.00	\$ 5,500.00
8	00-PT-02-41	Ferguson PD		\$ 8,000.00	\$ 8,000.00
8	00-PT-02-42	Florissant PD		\$ 9,500.00	\$ 9,500.00
8	00-PT-02-45	Gladstone PD		\$ 12,000.00	\$ 12,000.00
8	00-PT-02-46	Grain Valley PD		\$ 2,500.00	\$ 2,500.00
8	00-PT-02-47	Hannibal PD		\$ 12,148.00	\$ 12,148.00
8	00-PT-02-48	Hazelwood PD		\$ 7,000.00	\$ 7,000.00
8	00-PT-02-49	Independence PD		\$ 80,750.00	\$ 80,750.00
8	00-PT-02-52	Jefferson City PD		\$ 8,500.00	\$ 8,500.00
8	00-PT-02-53	Jefferson County SD		\$ 46,645.00	\$ 46,645.00
8	00-PT-02-54	Jennings PD		\$ 2,500.00	\$ 2,500.00
8	00-PT-02-55	Joplin PD		\$ 8,500.00	\$ 8,500.00
8	00-PT-02-56	Kansas City PD		\$ 196,322.00	\$ 196,322.00
8	00-PT-02-57	Kirkwood PD		\$ 6,000.00	\$ 6,000.00
8	00-PT-02-58	Lee's Summit PD		\$ 24,784.00	\$ 24,784.00
8	00-PT-02-59	Malden PD		\$ 2,500.00	\$ 2,500.00
8	00-PT-02-60	Manchester PD		\$ 3,350.00	\$ 3,350.00
8	00-PT-02-61	Maryland Heights PD		\$ 12,000.00	\$ 12,000.00
8	00-PT-02-62	Neosho PD		\$ 4,000.00	\$ 4,000.00
8	00-PT-02-63	Nevada PD		\$ 7,300.00	\$ 7,300.00
8	00-PT-02-64	New Haven PD		\$ 2,000.00	\$ 2,000.00
8	00-PT-02-65	Overland PD		\$ 14,000.00	\$ 14,000.00
8	00-PT-02-66	Pagedale PD		\$ 4,000.00	\$ 4,000.00
8	00-PT-02-67	Perryville PD		\$ 4,000.00	\$ 4,000.00
8	00-PT-02-68	Platte City PD		\$ 3,000.00	\$ 3,000.00
8	00-PT-02-69	Platte County SD		\$ 27,657.88	\$ 27,657.88
8	00-PT-02-70	Pleasant Hill PD		\$ 11,000.00	\$ 11,000.00
8	00-PT-02-71	Rock Hill PD		\$ 5,000.00	\$ 5,000.00
8	00-PT-02-72	Sedalia PD		\$ 6,000.00	\$ 6,000.00
8	00-PT-02-73	Seneca PD		\$ 2,500.00	\$ 2,500.00

		MISSOURI DIVISION OF HIGHWAY SAFETY-FY 00 PROJECTS				Funding Source	
Enforcement Projects Continued							
8	00-PT-02-75	St.Charles County SD	(See attached sheets for a description of each project on all law enforcement grants)	\$ 10,000.00	\$ 10,000.00		
8	00-PT-02-76	St.Charles PD		\$ 22,800.00	\$ 22,800.00		
8	00-PT-02-77	St. John PD		\$ 9,500.00	\$ 9,500.00		
8	00-PT-02-78	St. Joseph PD		\$ 12,500.00	\$ 12,500.00		
8	00-PT-02-79	St. Louis County PD		\$ 32,500.00	\$ 32,500.00		
8	00-PT-02-80	St. Louis City PD		\$ 56,250.00	\$ 56,250.00		
8	00-PT-02-81	St. Peters PD		\$ 14,000.00	\$ 14,000.00		
8	00-PT-02-82	Town & Country PD		\$ 10,000.00	\$ 10,000.00		
8	00-PT-02-83	Union PD		\$ 4,000.00	\$ 4,000.00		
8	00-PT-02-84	Univ. of MO. PD		\$ 5,000.00	\$ 5,000.00		
8	00-PT-02-85	Vinita Park PD		\$ 5,650.00	\$ 5,650.00		
8	00-PT-02-86	Washington PD		\$ 6,500.00	\$ 6,500.00		
8	00-PT-02-87	Woodson Terrace PD		\$ 2,000.00	\$ 2,000.00		
8	00-PT-02-93	ST. Ann PD	(See attached sheets for a description of project)	\$ 11,000.00	\$ 11,000.00		
8	00-PT-02-94	MSHP	Aircraft Enforcement	\$ 65,000.00	\$ 65,000.00		
8	00-PT-02-95	MDHS	laptops, projectors	\$ 96,300.00	\$ 96,300.00		
8	00-PT-02-96	MDHS	MSHP Conferences	\$ 18,000.00	\$ 18,000.00		
8	00-PT-02-97	Dept. of Revenue	GDL Computer Modifications	\$ 50,000.00	\$ 50,000.00		
8	00-PT-02-98	MSHP	Overtime	\$ 150,000.00	\$ 150,000.00		
			ALCOHOL		\$ 1,299,274.81	\$ 484,749.60	\$ 407,861.21
							\$ 406,664.00
1	00-AL-03-1	MDHS	Coordination (program management)	\$ 90,000.00	\$ 90,000.00		
2	00-AL-03-2	CMSU	Breath Alcohol Instrument Training Laboratory	\$ 163,144.00	\$ 163,144.00		
3	00-AL-03-3	MSHP	Sobriety Checkpoints - overtime for 9 troops	\$ 106,608.00	\$ 106,608.00		
4	00-AL-03-4	MDHS	Sobriety Checkpoint equipment purchases	\$ 60,000.00	\$ 60,000.00		
5	00-AL-03-5	UMC	CHEERS Designated Driver Program	\$ 64,997.60	\$ 64,997.60		
			Youth Alcohol Earmarked Funds				
1	00-YA-03-1	MDHS	Parent's Survival Guide for Young Drivers	\$ 60,000.00		\$ 60,000.00	
2	00-YA-03-2	Research Med.Ctr.-KC	Think First (traffic safety prevention education program)	\$ 72,460.21		\$ 72,460.21	
3	00-YA-03-3	UMC	Think First (traffic safety prevention education program)	\$ 90,626.00		\$ 90,626.00	
4	00-YA-03-4	MDHS	Youth Prevention	\$ 100,000.00		\$ 100,000.00	
5	00-YA-03-5	City of Springfield	Team Spirit Conference: Springfield	\$ 40,000.00		\$ 40,000.00	
5	00-YA-03-6	Cape Girardeau PD	Team Spirit Conference: Cape Girardeau	\$ 34,775.00		\$ 34,775.00	
5	00-YA-03-7	Randolph County	Youth Conference: Moberly	\$ 10,000.00		\$ 10,000.00	
			410 Alcohol Incentive Funds				
1	00-J7-02-1	Dept. of Revenue	General Counsel Judge/Prosecutor Training	\$ 15,000.00			\$ 15,000.00
3	00-J7-02-3	Dept. of Revenue	Court clerk training	\$ 12,000.00			\$ 12,000.00
4	00-J7-02-4	Dept. of Revenue	Alcohol Influence Training Video	\$ 3,000.00			\$ 3,000.00
5	00-J7-03-1	MDHS	Governor's Commission on DWI & Impaired Driving	\$ 10,000.00			\$ 10,000.00
6	00-J7-03-2	MDHS	Coordination (program management)	\$ 60,000.00			\$ 60,000.00

MISSOURI DIVISION OF HIGHWAY SAFETY-FY 00 PROJECTS				Allocation	402	Funding Source	Comments
Project ID	Project Name	Description	Programme	Allocation	402	Funding Source	Comments
410 Alcohol Incentive Funds Continued							
7	00-J7-03-3	MSHP	DWI O.T. Saturation Enforcement @ high accident locations	\$ 85,312.00			\$ 85,312.00
8	00-J7-03-4	Div. Of Liquor Control	ASAP Program - Badges in Businesses	\$ 115,000.00			\$ 115,000.00
10	00-J7-04-1	CMSU	Training - SFST Instructor Training/Update	\$ 21,168.00			\$ 21,168.00
10	00-J7-04-2	CMSU	Training - Sobriety Checkpoint Supervisor	\$ 22,356.00			\$ 22,356.00
10	00-J7-04-3	Missouri Southern	SFST & DWI Crash Investigation Training	\$ 6,000.00			\$ 6,000.00
11	00-J7-04-4	MDHS	Drug Recognition Evaluation Recertification Training	\$ 5,000.00			\$ 5,000.00
10	00-J7-04-5	UMC-LETI	SFST & DWI Crash Investigation Training	\$ 11,828.00			\$ 11,828.00
12	00-J7-05-1	MDHS	Annual Courts Conference	\$ 15,000.00			\$ 15,000.00
13	00-J7-05-2	Prosecution Services	DWI Vehicular Homicide Seminar & Lethal Weapon Trial School	\$ 25,000.00			\$ 25,000.00
OCCUPANT PROTECTION							
1	00-OP-05-1	MDHS	Coordination (program management)	\$ 40,000.00	\$ 40,000.00		
2	00-OP-05-2	MDHS	Car Seat Training Recertification Program	\$ 29,000.00	\$ 29,000.00		
3	00-OP-05-3	MDHS	Occupant Protection Educational Materials	\$ 85,000.00	\$ 85,000.00		
4	00-OP-05-4	CMSU	Mo. Seat Belt Compliance Survey	\$ 60,000.00	\$ 60,000.00		
TRAFFIC RECORDS							
1	00-TR-06-1	MDHS	Coordination (program management)	\$ 25,000.00	\$ 25,000.00		
2	00-TR-06-2	CMSU	MOTIS-Mo. Traffic Information System (computer program)	\$ 83,240.00	\$ 83,240.00		
3	00-TR-06-3	CMSU	Traffic Analysis Countermeasure	\$ 22,788.00	\$ 22,788.00		
SAFE COMMUNITIES							
1	00-SA-09-1	MDHS	Coordination (program management)	\$ 15,000.00	\$ 15,000.00		
2	00-SA-09-2	Cape Girardeau PD	Safe Communities Project	\$ 86,500.00	\$ 86,500.00		
3	00-SA-09-3	City of Springfield	Safe Communities Project	\$ 50,000.00	\$ 50,000.00		
4	00-SA-09-4	Randolph County	Safe Communities Project - Northern Mo	\$ 66,619.00	\$ 66,619.00		
ENGINEERING SERVICES AND DATA COLLECTION							
1	00-RS-11-1	MDHS	Coordination (program management)	\$ 10,000.00	\$ 10,000.00		
2	00-RS-11-2	MSHP	STARS Maintenance	\$ 126,045.00	\$ 126,045.00		
3	00-RS-11-3	MSHP	Traffic Safety Compendium (Statistical analysis)	\$ 18,000.00	\$ 18,000.00		
4	00-RS-11-4	MDHS	Traffic Signing projects	\$ 30,000.00	\$ 30,000.00		
5&6	00-RS-11-5	Dept.of Transportation	Bridge & Traffic Assistance Program (BEAP and TEAP)	\$ 128,000.00	\$ 128,000.00		
7	00-RS-11-6	Dept.of Transportation	Training and Conferences	\$ 30,000.00	\$ 30,000.00		

MISSOURI DIVISION OF HIGHWAY SAFETY -FY 00 411, 2003B, 405 AND 157 AND SO PROJECTS

411 SAFETY DATA IMPROVEMENT

1	00-J9-06-1	MDHS	Traffic Records Assessment	\$ 25,000.00
2	00-J9-06-2	MDHS	Strategic Plan for Traffic Records	\$ 148,600.00
			TOTAL 411 FUNDS	\$ 173,600.00

2003B CHILD PASSENGER PROTECTION EDUCATION

1	00-J3-05-1	MDHS	Child Passenger Protection Education Project-no activity	\$ 172,933.00
			TOTAL 2003B FUNDS	\$ 172,933.00

405 OCCUPANT PROTECTION INCENTIVE

1	00-J2-05-1	MDHS	Standarized CPS Training	\$ 11,967.00
2	00-J2-05-2	MSHP	Troop Allowances for STEP Projects	\$ 30,000.00
3	00-J2-05-3	CMSU	City and County Allowances for STEP Projects	\$ 204,000.00
			TOTAL 405 FUNDS	\$ 245,967.00

157 INNOVATIVE OCCUPANT PROTECTION

1	00-157-05-1	MDHS	Increase Seat Belt Use Rates	\$ 535,450.00
1	00-157-02-4	MSHP	Stop the Knock	\$ 35,000.00
			TOTAL 157 FUNDS	\$ 570,450.00
1	00-SO-05-2	MDHS	Special Occupant Protection carryover funds	\$ 41,758.27

PLANNED ACTIVITIES FOR FY' 00

402 REGULAR	\$ 3,730,415.40
402 Youth Alcohol	\$ 407,861.21
Total 402 funds	\$ 4,138,276.61
410 funds	\$ 406,664.00
411 funds	\$ 173,600.00
2003B funds	\$ 172,933.00
405 funds	\$ 245,967.00
157 funds and special occupant protection carryover funds	\$ 612,208.27
TOTAL FY'00 FUNDS	\$ 5,749,648.88

